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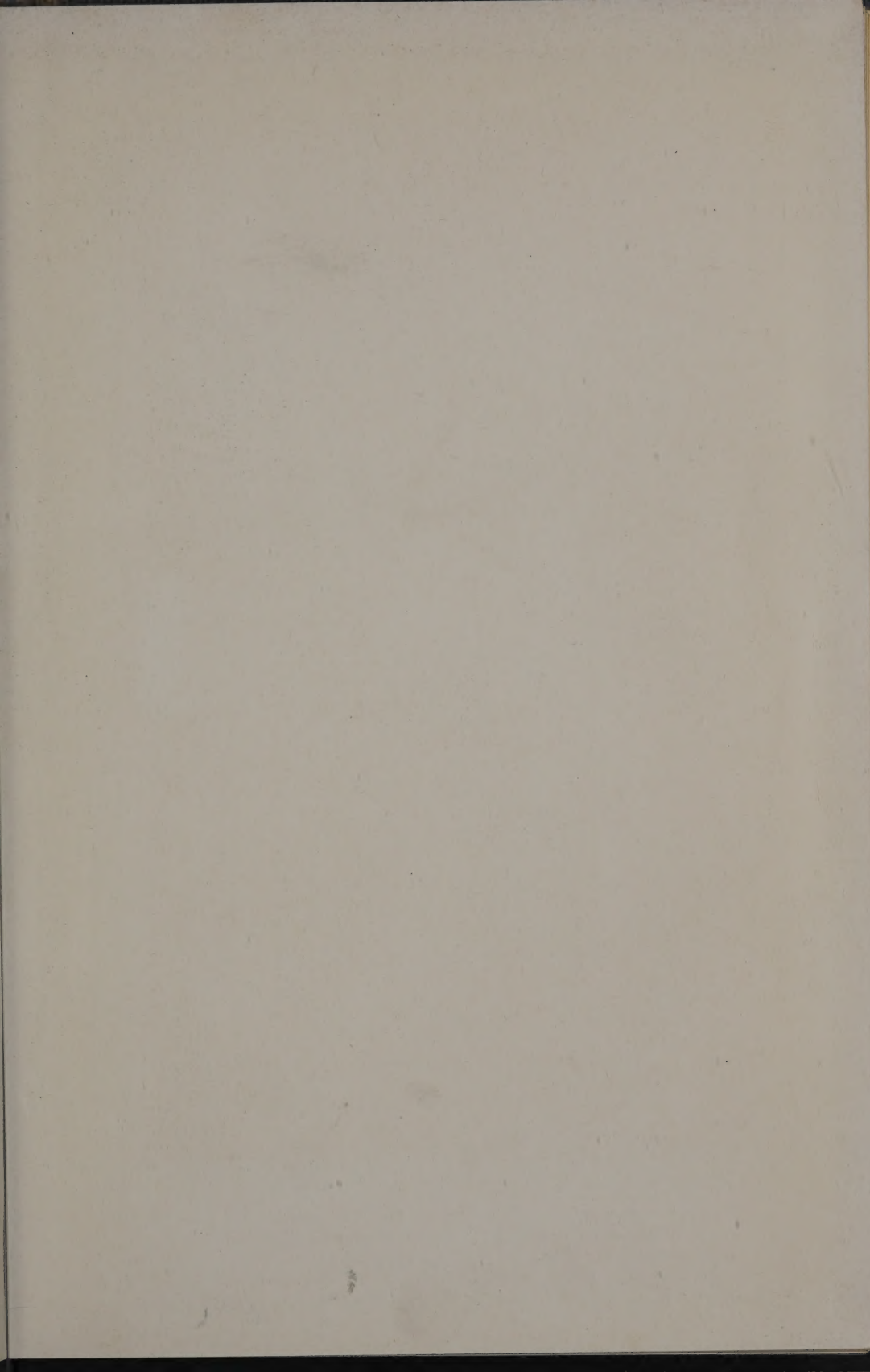


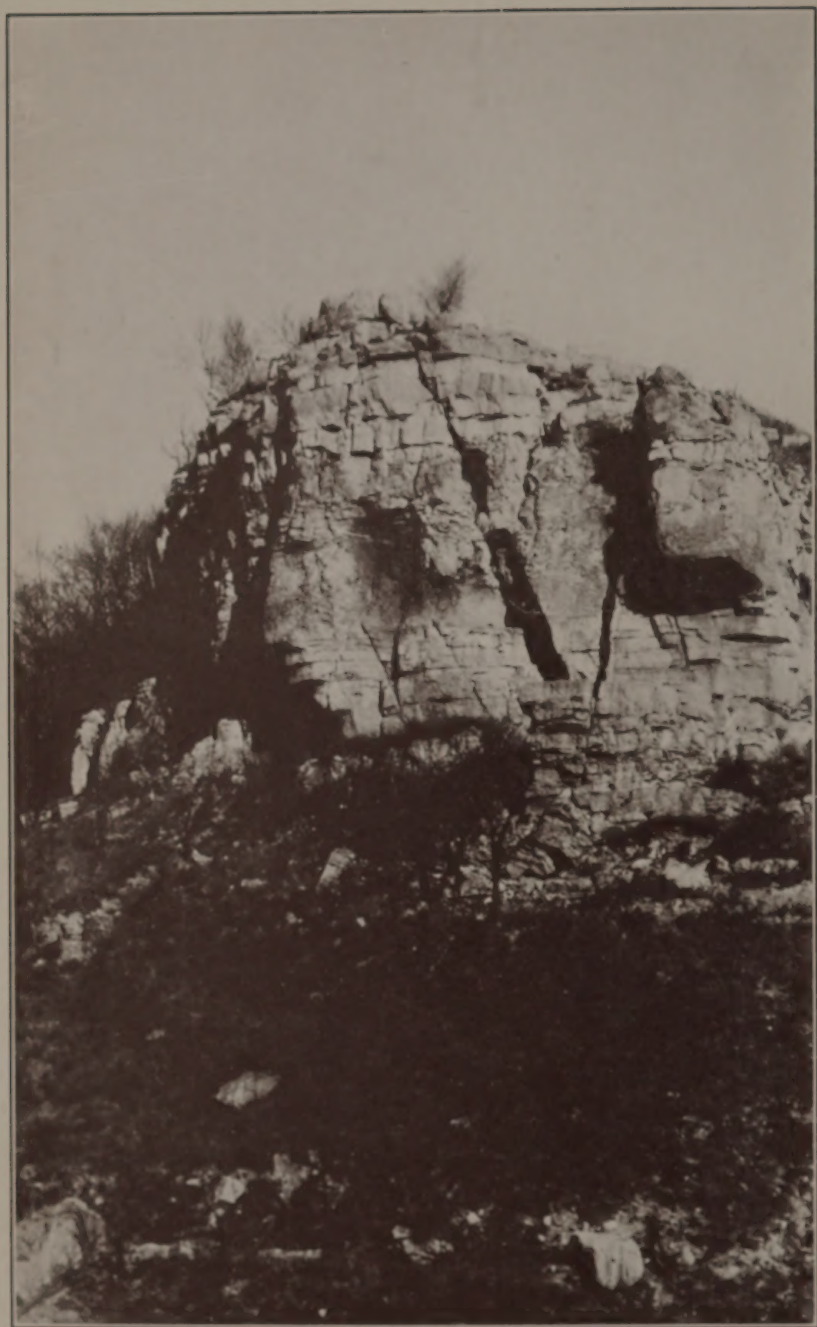
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*June*









### BARN BLUFF

Gibraltar of our city,  
Watchman of the vale,  
Guarding pretty Red Wing,  
With winding Indian Trail.

Sphinx-like in thy silence,  
The lips of that stern face  
Are holding fast the secrets  
Of a sullen vanquished race.

—Charles P. Hall

A History  
of the  
City of Red Wing  
Minnesota



By  
C. A. RASMUSSEN

1933

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The world has its heroes of lace and gold braid  
That are honored and wined for the war they have made,  
But the world little knows of the debt that it owes  
To the hewer, the blazer of trails.

—†—

To the Residents of Red Wing,  
past and present, this volume  
is affectionately dedicated.

—†—

## HISTORY

The Rival of Time.  
The Witness of the Past.  
Example of the Past.  
Monitor of the Future.

—†—

No greater calamity can happen to any people  
than to break utterly with the past. —Gladstone.

## FOREWORD 1209724

My old friend, C. A. Rasmussen, president of the Goodhue County Historical Society, former postmaster, and long a newspaper man in the city, has with marked ability and wonderful enthusiasm for the early history of the city of Red Wing, delved into the past and unearthed many historical facts that would perhaps be buried in oblivion had it not been for his great enthusiasm. The project has merited from me a very sincere respect for his diligence.

As a lad I came to Red Wing with my parents within a month after the admission of Minnesota into the Union in May, 1858. All the enthusiasm and the charm of my youth about the enchanting, picturesque beauty of the surroundings have remained with me all my life and have made this locality the cherished spot of a long train of memories.

Heminicha, a compound Indian Mdewakanton word meaning hill, wood, and water, has been extolled by distinguished visitors from Jonathan Carver, Major Stephen Long, General Z. M. Pike, eminent explorers; Robert Dale, the great geologist; Henry D. Thoreau, the great scholar and naturalist; D'Ibberville, the great French voyageur, Hennepin, and others that my memory does not just at present recall. The city has been a city of romance for centuries. The Spaniards left traces of their possessions in our midst. Spain surrendered this territory to France under Charles the Fifth to aid and loan him money to carry on his war with William the Silent or William of Orange, and France, in 1805, surrendered it to America for \$15,000,000.

The mounds and cairns have led my mind to believe that the Mayas of Yucatan and Central America had migrated up into the Mississippi basin at some period in their career.

The fossils found in our surrounding bluffs are silent history of the mighty workings of the All Mighty in the glacial periods that poured their floods of water in various stages, as indicated



by the strata of the rock, to make this spot, this city, the admiration and the wonderment of those who choose to create in mind the beauty of its moulding.

I have read with pleasure and with thought the graceful words from the pen of my friend in his bringing to light memories so tender and so beautiful as he has. I am unable through poverty of words to express the deep gratitude I feel to him for reclaiming memories that in my long years may have escaped me. I wish it were in my power to do so. And I wish it were in my power and I were able to elaborate more fully my desire that all of you, my friends, born here, lived here, or ever lived in Red Wing, may obtain the same pleasure which has come to me by careful, thoughtful perusal of his words. I feel confident you will not only gain much knowledge but also great pleasure from perusing this work in the charm of expression and depth of information which he has embodied therein.

Frank M. Wilson.

—†—

#### THE AUTHOR

Christian A. Rasmussen, born in Copenhagen, Denmark, October 30, 1868. Lived in Red Wing since 1872. Graduated from Red Wing High School. Entered employ of Red Wing Printing Co. in 1885, when the Daily Republican was established, becoming manager in 1893, and remaining with the company until 1899, when he was appointed city postmaster, a position he held for sixteen years, during which time he aided in the establishment of a rural route system. Became connected with the Red Wing Advertising Co. in 1915, retaining this connection sixteen years. Married Lesa M. Johnson in 1901. Has one daughter, Charlotte, wife of Dr. Peter J. Hiniker, of Le Sueur. Served as secretary of the school board, as chairman of Republican county committee of Goodhue County and as secretary of Republican state central committee. Was one of the organizers and secretary of the Tri-State Postmasters' Association. President of the Red Wing Commercial Club two terms. President of the Goodhue County Historical Society, an office in which he is still serving. Served for twenty-five years as treasurer of Christ Church, of which he is an active member.



## PREFACE

Whenever we review the achievements in any line of human endeavor, our minds wander back to the causes which produced those accomplishments. So when we contemplate events which have transpired in this, our abiding place, a modern city of ten thousand people, we bring to mind the endeavors of those early pioneers who laid, so wisely and so well, the foundation on which this community was builded.

History has been wont to glorify mainly those who won fame and distinction from the martial field. Yet, those who have founded new areas of human habitation, who have made two blades of grass to grow where one grew before, are real heroes and conquerors as well.

No community has been blessed with a higher type of manhood and womanhood in its pioneers than has the city of Red Wing; and that statement truly applies to their successors through all the years, to the present day. For beauty of location, in charm of surroundings, no place has been more lavishly favored by nature than has this locality. It is but fitting, therefore, that those who here abide, should likewise be a people among whom the finer things of life should have first consideration.

For our own better understanding of the growth and development of this community, as well as for the information of those who come after, it is but just recognition that a record be made of events and deeds which have brought our city to its present standing.

It was with that fact in mind that the author has labored to present this volume. However imperfectly it may have been done, it at least provides a partial record of what has been accomplished here, from the days when white man first trod this soil.

It may seem to some, that undue emphasis has been placed on the record of the earlier days. But as time passes, unless the facts are ascertained and recorded, the history of those early

days is in danger of becoming a jumble of uncertain traditions. So it is largely in the interests of accuracy, that the record of pioneer times has been elaborated.

The past is not dead. It is a portion of the present. What we know today is built on the record of the experiences of those who have gone before us and our own memories and experiences of years which have passed. When we recognize this fact, our usefulness is increased immeasurably. When we ignore it, we inevitably curtail our influence in shaping events which the future will unfold. The past supplied the cause for the present. The future lies in events of both past and present.

Had every citizen possessed a thorough knowledge of what had happened in the dozen years following every preceding great war and been governed accordingly, there would have been less belief in "the new era" and our bread lines would have been shorter at this time. Without knowledge of history, we become easy prey to every demagogue and soap box orator.

To the willing learner, therefore, any history has much to impart, for it is far more than a story book of the past. And this applies as well to the happenings in a community as to those events occurring in a larger area.

In the preparation of this record, the author acknowledges his indebtedness to: Hon. F. M. Wilson; Hon. W. H. Putnam; Hon. Chas. P. Hall; Dr. M. W. Smith; the use of the files of the Red Wing Republican, the Red Wing Argus, and the Red Wing Eagle; and to those pioneers and their descendants who, by their financial support, have made possible the issuance of this book.

Christian A. Rasmussen.

Red Wing, Minnesota, January 10, 1934.

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## THE FIRST WHITE MEN

It is impossible to determine at this time who was the first white man to set foot on the ground which is now occupied by the city of Red Wing.

Unless Radisson and Grosseilliers were here during their reported occupancy of Prairie Island in 1656, in all probability it was Father Hennepin in the course of his voyage up the Mississippi in 1680. He makes reference to a brief sojourn at a point a few miles above Lake Pepin. "A chief came and he pulled up three piles of grass for seats. Then, taking a piece of cedar, full of little holes, he placed a stick into one, which he revolved between the palms of his hands until he kindled a fire to light the tobacco in his calumet, and informed me we would be in Mille Lacs in six days."

No doubt Le Sueur was here at some time during his occupancy of Prairie Island in 1695 and the few years following.

Possibly some of the members of the band which occupied Fort Beauharnois at Frontenac beginning in 1727 may have been here in the course of one of their hunting trips. No doubt many of the French voyageurs and British traders who plied their trade along the river sojourned here at times. Jonathan Carver, who made his journey up the river in 1766, makes no mention of the place, although no doubt there was an Indian village here at that time. While the Dakota Indians had no word in their language corresponding to the English word "home," because their mode of living was such they really had no home, there is every evidence that the region hereabouts was their residence during a portion of the year at least for a very long time prior to the first occupancy by the whites.

It is perhaps well at this place to note the distinction between the words Dakota and Sioux, both of which appear in the following pages. The proper designation is Dakota, meaning "allied nations." The name Sioux, generally used by the early explorers, was unknown to them. It is a corruption of an Ojibway or Chippewa word, meaning "enemies," as the Dakotas and Ojibways were constantly at war.

When Lieutenant Zebulon M. Pike, U. S. A., made his trip up the Mississippi in 1805, to expel the British traders, he found an Indian settlement near the mouth of the Cannon River. In his diary, under the date of September 18th, that year, he wrote:

"We came up to Cannon River where there was a small band of Sioux, under the command of Red Wing, the second war chief of the nation. He made a speech and presented a pipe, pouch, and buffalo skin. He appeared to be a man of sense. He saluted me and had it returned. I made him a small present."

Returning down the river the following spring, under date of Sunday, April 13th, the lieutenant made this record:

"Arrived at the band of Aile Rouge (Red Wing) at two o'clock where we were saluted as usual. I agreed to remain one day, knowing that the Lake was closed. I was invited to different feasts and entertained at one by a person whose father was enacted a chief by the Spaniards. At this feast I saw a man, (called by the French 'Roman Nose' and by the Indians 'The Wind That Walks'), who was formerly the second chief of the Sioux, but being the cause of the death of one of the traders seven years since, he voluntarily relinquished the dignity. He is now determined to go to St. Louis and deliver himself up."

"Monday, April 14th: Was invited to a feast by Roman Nose. Ascended a high hill called the Barn, from which we had a view of Lake Pepin, the valley through which the Mississippi, through numerous channels, wound itself to the St. Croix, the Cannon river and lofty hills on each side."

On July 18, 1817, Major Stephen Long, in the course of his journey down the Mississippi, returning from a trip to Fort Snelling, made this record, including therein, as will be noted, the first recorded account of the magnificent view afforded from the summit of Barn Bluff:

"We lay by for a while at a Sioux village four and one-half miles above Lake Pepin in order to catch some fish, as we had nothing left of our provisions but flour. Our whiskey also was all expended, and we had two hundred miles further to go before we could obtain a fresh supply. Caught three very fine cat fish and killed a few pigeons. The village was kept in very nice order, exhibiting more signs of a well regulated police than any one I have met with on the voyage except Little Raven's. The name of the chief of the village is Red Wing, the elder. He and all his band were on a hunting tour at the time we were there. During our delay at this place Mr. H. and myself ascended a hill further down the river, called the Grange, or Barn, of which it has but faint resemblance. The length is three-quarters of a mile and its height about four hundred feet. Its acclivity on the



river side is precipitous, that on the opposite very abrupt. It is completely insulated from the other highlands in the neighborhood, which is also the case with many others within a moderate distance, though not in quite so remarkable manner, for this is not only surrounded by valleys, but is also insulated by water, an arm or bay of the river entering at the lower end of the hill and extending within three or four hundred yards of the river above. Immediately upon the highest part of the Grange is one of the numerous artificial mounds that are to be met with in almost every part of this western world. Its elevation above its base, however, is only five feet. I have observed that the mounds on the Mississippi, above Illinois, although probably more numerous, are of a much smaller size generally than those below, having been erected, perhaps, by a different nation of aborigines.

"From the summit of the Grange the view of the surrounding scenery is surpassed, perhaps, by very few of a similar character that the country and probably the world can afford. The sublime and beautiful are here blended in the most enchanting manner, while the prospect has very little to terrify or shock the imagination.

"To aid in forming an idea approximating in some degree the reality of the scene, we may suppose that the country at the head of Lake Pepin, situated between the main bluffs of the grand Mississippi valley, has once been inundated to the height of two hundred and fifty feet above the present water level; that at this time the lake embosomed numerous small islands of a circular, oblong, and serpentine form. From the main land also promontories and peninsulas projected into the lake on all sides forming numerous capes, bays, and inlets. The country bordering upon the lake was an extensive plain, in many places variegated with gentle hills and dales of the same general level with the islands and promontories. We may then suppose that by some tremendous convulsion that must have shaken the earth to its center, this vast body of water has been drained off to its present humble level, and left the bed of the lake free of water, and furnished with a rich and fertile alluvion well adapted to vegetation of all kinds. That afterwards the valleys and knobs assumed a verdant dress, and those places which were once the haunts of the finny tribes now become the resorts of the feathered, and we shall have a faint idea of the outline of the scene. But to be impressed with the sublimity and delighted with the beauty of the picture, a view of the original is indispensable."

In 1819, a detachment of soldiers, on their way to Fort Snelling, stopped here for a time.

In 1820, on August 7th, at noon, H. R. Schoolcraft, in the course of a journey down the river headed by General Louis Cass, of Detroit, made this record:

"We arrived at the Sioux village of Talangamane, or the Red Wing, which is handsomely situated on the west bank of the river, six miles above Lake Pepin. It consists of four large and several small lodges, built of logs. Talangamane is now considered the first chief of his nation. Very few of his people were at home, they being engaged in hunting or fishing. We observed several fine corn fields near the village, but the people subsist chiefly by taking sturgeon from the neighboring lake and by hunting deer. The buffalo is also occasionally killed by them, but they are obliged to go two days' journey west of the Mississippi before this animal is found in plenty. We observed several buffalo skins which were undergoing the Indian process of tanning."

In 1823, when the Virginia, the first steamboat to navigate the upper river, stopped here, the settlement included 10 lodges, 25 warriors, and about 100 souls.

This practically carries the story of recorded visitations to the present site of Red Wing up to the time of the establishment of the first mission here in 1838.

The area in which we now live has had numerous owners in the past. It was first claimed by France in 1688 under a proclamation of Nicholas Perrott. In 1762 France secretly ceded the country west of the Mississippi to Spain. In 1763 the section east of the river came under English control and so remained until the independence of the United States. The section west of the river remained under Spanish control until 1800 when Spain again ceded the territory to France. Then in 1804, the United States acquired it by the Louisiana purchase. After its acquisition by the United States it was recognized as a part of Louisiana. In 1812 it was transferred to Missouri. It appears to have remained there until 1834 when it became a part of Michigan. In 1836 it became a part of Wisconsin, and in 1838 it was transferred to Iowa where it remained until Minnesota became a territory in 1848.

## THE GEOLOGICAL BACKGROUND

The author is indebted to D. K. Lewis, science instructor in the Red Wing Public Schools, for this account of our geological background.

The historical development of any people is generally very closely related to the geological development of their environment. It might even be said that geography prepares the stage for history. Accordingly, the historical investigation of a region can be materially assisted and enriched by a brief survey of that territory's pre-historic geology. Let us, therefore, examine some fascinating records which were tabulated long before the advent of writing,—yes, even long before the appearance of the simplest forms of living matter.

If it had been possible in that far distant age for anyone to have visited the region destined to become Goodhue County, he probably would have beheld towering, majestic mountains of hard granite. It is believed that this was the Archean rock, one of the very first to solidify from the molten lava materials heaved up from below during the transitional period of our earth's history. Untold stresses and strains from these processes caused the newly formed rock masses to rise in places and fall in others.

It was during this cataclysmic reorganization of the earth's surface materials that the foundations of our continent came into being. And Minnesota's ancient granite mountains contributed materially to this structure.

Today we find only traces of this Archean granite. Deep well borings indicate that it underlies the younger rock formations throughout southern Minnesota. Also along the Minnesota River valley where ages of flowing water have uncovered portions here and there, we find its outcroppings. These provide us with valuable granite quarries at Morton, Granite Falls, and Ortonville.

But what happened to these old mountains? How did they lose their ruggedness? From our observation and study we know that any rock surface exposed to the atmosphere is gradually softened and worn away by water. Falling rain loosens and washes away rock surfaces; wind carrying sand grinds away the rock in its pathway; waves and running water gradually tear away large volumes of rock material; water freezing in rocky crevices, upon expanding, cracks off slabs or chips; heating and sudden cooling cracks the rocks; great ice masses or glaciers



moving over rock masses grind up and polish off the rocks within or under them. These are Nature's forces of erosion, slow, deliberate, constant agents of destruction, vigorously at work today as they have been since that early period. They are responsible for the ultimate breaking down of the far reaching Archean mountains.

A question may now arise concerning the deposition of the eroded materials. What eventually became of the untold volumes of the powdery, granulated, gravelly substances which had previously composed the granite mountains?

To obtain a better conception of the probable answer to this question, one should visualize the picture of these old granite mountains bordered here and there by bodies of water forming shallow, intermittent inland seas. Over long periods of time the gradual rising or falling of the land brought about corresponding changes in the water depths and in the areas submerged. Concurrent with this were the erosion activities producing the pulverized rock materials varying in coarseness. These substances, transported by wind and stream, eventually found their way into the seas where as sediment they settled to the bottom. This, however, was not a rapid process, even though the heavier materials due to greater weight did settle first. The lighter particles were carried in suspension by the water often for many miles settling finally in quiet waters. In this way layers or strata of sand or gravel differing in consistency were deposited one above the other covering vast areas of territory and generally to heights aggregating hundreds of feet. This great period of sedimentation took place during the Paleozoic age.

It is interesting to note here that accumulating materials provided so much weight on the underneath layers that the sand was compressed and cemented into sandstone, a more or less stable rock. Also interspersed at intervals between the sandstone layers were formed strata of limestone from the shells of small water animals. These shells were composed of lime taken from the water by the animals; after death the shells gathered at the bottom by the millions. Succeeding depositions compressed these shells eventually into compact limestone often containing imprints of the shells or even fragments of the shells themselves.

The earliest geological record exposed in Goodhue County goes back to the early Paleozoic era, possibly thirty million years ago. This is found in the Upper Cambrian sandstones

exposed along the Mississippi River and the lower gorges of the Cannon River, Hay Creek, and Wells Creek. Later deposits accumulated above these during the Ordovician period, as the Oneota dolomite limestone for example, on top of Barn and Sorin's Bluffs and on other castle-like formations to the west. This limestone has been used quite extensively for local and distant building purposes, also for lime after kiln treatment near the quarries.

During the next million years the St. Peter sandstone with the Platteville and Galena limestones and Decorah shale were deposited and formed. These are found exposed near Pine Island, Zumbrota, and Cannon Falls, and in the gorges of the Little Cannon River, upper Belle Creek, north branch of the Zumbro River, and in a few intervening localities.

Geologists believe that due to successive risings and fallings of this region, it experienced a number of sea submergences. Following a general emergence of a more definite character during the late Paleozoic era, erosion and weathering proceeded to cut deep river valleys and gorges in the sediments. This continued through the close of the Paleozoic and into the Mesozoic era.

During the latter part of the Mesozoic, possibly five million years ago, the last general submergence occurred. At this time the far-reaching Cretaceous Sea slowly worked over the entire central western portion of the continent, inundating all of what was to become Minnesota except the southeastern and northeastern corners. Washing into this great body of water were tremendous volumes of fine clay which eventually settled to the bottom forming the Cretaceous clay deposits. After possibly a million years of sedimentary activity, terrific subterranean forces gradually pushed the Rocky Mountains up under the western Cretaceous beds. This movement in time caused a general uplift of the submerged territory, with a corresponding recession of the sea. So far this has been the last continental flooding.

With the gradual drying up of the Cretaceous Sea, a new more or less flat landscape was exposed; the old valleys had been filled up and the hills covered over to a considerable height with the fine yellow Cretaceous clay. This, through the ever active forces of erosion, began immediately to wear away. The process is still going on, and the Goodhue clay pits, yielding a fine pottery clay, are all that remain of the once vast Cretaceous deposit which covered Goodhue County.

With the closing of the Cretaceous period, the Mesozoic gave way to the Cenozoic era, and with it came the great Period of Glaciation. Probably over a million years ago the climate of the northern hemisphere experienced a gradual cooling off for some not clearly understood reason. This was accompanied by uncommonly heavy yearly snow precipitation in the Arctic region. The result of these two extreme conditions was the piling up in the North of unmeasurable volumes of accumulated snow. Since it was not sufficiently warm to melt into water and flow away, successive annual additions compressed the layers underneath into hard ice, and then in turn were compressed themselves. Ages of the deposits produced such terrific weight and pressure, that the ice mass, hundreds of feet high, actually flowed southward, carving down the mountains, tearing up the rocks, and grinding them all together with a terrible power as it worked down from the North. Finally when the climate became warmer the melting overcame the slow advance movement and the glacier receded by changing into water. During this process the rock refuse was dropped at the stopping place, forming our soil as we see it today. Thus, in most parts of Minnesota we see rolling hills, some of which are long and narrow. These are called moraines and are composed of the glacial drift deposit material varying in size from fine dust to huge boulders weighing many tons. It will be noticed that these rocks have been worn generally smooth and round by the ice grinding. They are the ones which prove so vexatious to farmers in their cultivation of our Minnesota fields.

Four such glaciers have passed over different parts of Minnesota since the beginning of the Ice Age. Each one progressed into or across the state, deposited its characteristic debris while receding, disappeared, and was followed by the next one. Many thousands of years were required for each glaciation.

In Goodhue County we find the drift remains of the Kansan or Second Glacial stage. The gravel and various sized boulders left by this glacier many thousands of years ago can readily be found on the highlands back from the valleys and ravines underneath a rather heavy covering of more or less fine dust called loess. This was blown up and deposited by the wind forming low hills years after the glacier's retreat. In the northwestern and southwestern parts of the county, the old gray drift of the Kansan glacier is clearly exposed and forms the soil for that agricultural region. Apparently the last two glacial encroachments did not touch Goodhue County. At least their



characteristic debris deposits do not appear to exist here. The cause of this may have been due to the receding of both glaciers before reaching here. They did come, however, very near to the north and west boundaries of the county.

During the melting of the last glacial sheet, a vast inland sea, Lake Agassiz, was formed by the glacial waters. This covered the northwestern part of the state and reached up into what is now North Dakota and was bounded on the north by the retreating wall of ice. At first this was drained southward by the great River Warren, which formed the present Minnesota River valley, flowing north to what is now Mendota, and following the present Mississippi River south from there. It was this flood water rushing south for many hundreds of years that cut the Mississippi River gorge through the sandstones to a depth hundreds of feet below the general surface level and miles wide in places. Later on when the retreating ice provided an opening to the north for Lake Agassiz's water, resulting in a gradual draining of that far-reaching lake bed, the Mississippi River, its source of supply diminished, was no longer able to clean its enormous channel from Mendota down past Red Wing. Accordingly, as recent times approached, the bottom of the deep glacial Mississippi channel became filled with fine river silt to a depth of hundreds of feet. Indeed, Lake Pepin was formed and is retained by the accumulation of in-carried sediments.

This, in brief, is the story of the background to the history of Goodhue County. There exists today many points of interest throughout the county where this story can be read and its fascinating revelations readily detected. In this connection it is interesting to note a few of the observations of Colonel William Colvill, who, as a keen student of natural history, and a close observer, made one of the first geological surveys of this region, and suggested the courses of some of the old streams in these words:

"Hay Creek, going upstream, carried one of these currents. The Trout Brook, whose branches came down through these magnificent gorges—followed by the roads leading up to Featherstone—came, above the tannery, on to the ground now held by Hay Creek. The bluffs below, are a continuation of the Trout Brook bluffs, and beyond the range of Hay Creek at any time. At the then mouth of Trout Brook, on the river, struck in the current, and soon broke across the narrow and low divide, into Hay Creek, followed along its valley to the Old Flour Mill, Section

12, Featherstone, near its then head, and broke over into the wide and deep valley which there comes down from Featherstone—pointing directly to the great bend of Hay Creek. This bend was then a part of the main valley of Wells Creek, and the current then flowed down that, now dry, valley to Wells Creek Mill site, on the present stream. With what eloquent tongues the arid cliffs and isolated peaks of that old dry valley speak. They seem to echo the thundering floods which in those days battered their faces, and like the gigantic bones of an old creation, tell us the history of the past."

Colonel Colvill conjectures, further, that the water of Wells Creek was not able then to reach the Mississippi freely, but passed through some of the valleys now tributary to it, southward into some of those that are tributary to the Zumbro, mainly through the valley of Skillman's brook, uniting with the Zumbro at Mazeppa. This supposed passage of volumes of water across the eastern part of Goodhue County, into Skillman brook, coincides roughly with the probable strike of the St. Peter sandstone. There is still observable by one passing southwestwardly, a perceptible valley running southeastwardly outlined on the west by Trenton bluffs, all the way from northeastern Vasa to southeastern Zumbrota.

"Another probable water-course, which is now abandoned, was from Cannon Falls northeastwardly. The observer is struck with the narrowness of the Cannon Valley at once on passing Cannon Falls, as compared with the width of the low, flat valley lying next north. It is probable that much of the water of the Cannon, in glacial times, passed north of the bluffs that lie next north of the village. Some of it re-entered the Cannon valley again about the mouth of Belle Creek, by way of Trout Brook, and some of it passed northeastward to the Mississippi at Etter, the same place where the Vermillion waters entered it. The descent of this northeastern flat to Etter is about one hundred feet for the uplands, but three or four hundred feet for the valley in which the waters were collected.

"The stumps of large trees, still standing where they grew, now seen in the main channel of the river below low-water mark, between here and the head of the lake, attest the much more considerable changes which accompanied the last transfer of the Chippewa outlet from Beef Slough to the present foot of the lake. From the maps and descriptions of the French explorers, the foot of the lake was in their time at Beef Slough, at least ten miles

below the present, the head of the lake being then the same distance below its present head. The Dakota Indians have traditions to the same effect, and also that when they came here to live, the head of the lake extended above Barn Bluff, so that they used their canoes the entire distance from Red Wing to Frontenac in that interior channel."

What a story is thus unfolded by these ancient hills and how eloquent is their silent testimony to the mighty power which controls all human destiny.



### THE INDIAN NAME FOR RED WING

When the first missionaries arrived at the location of the present city of Red Wing, they found the place designated by the Dakota Indians as Remnicha, or Heminicha, the place of "hill, wood and water" or more freely translated, "a hill covered with timber, that appears to rise out of the water," referring no doubt to Barn Bluff from the river side. F. A. Hodge, in his "Handbook of American Indians," spells the word Khemnichan.

Stephen R. Riggs, in his "Grammar and Dictionary of the Dakota Language," spells the word "He-mni-can." H with the dot over it in the Riggs system "represents a strong surd guttural resembling the Arabic kha," and was "formerly represented by r." In other words, he is merely representing the same sound which Hodge represents by kh. In the Riggs system, C with the acute accent "is an aspirate with the sound of English ch, as in chin." Thus the two spellings would give practically the same pronunciation.

"In dealing with Dakota words," says Prof. Willoughby M. Babcock of the State Historical Society, "one must always remember that he is trying to express in written form, certain sounds for which the Indian himself has no written characters. The dictionary makers have adopted different devices and combinations of letters to present these combinations of sounds, and therefore one may have several different spellings of the same word, each correct under a system."

But whatever may be the correct spelling, the designation is surely a most appropriate one. It can well be brought into more common use in connection with matters pertaining to the bustling little city, nestled among the bluffs which rise in such majestic grandeur all around.



## THE ABORGINES OF RED WING

Whence came the Indian tribes who lived in the section where we now dwell and how long had they lived here prior to the coming of the White man? This will probably always remain a debatable question for reliable information cannot be obtained. The Mdewakanton Dakota Indians, who were here when whites first came, are classified in a linguistic way as belonging to the Dakotas, one of three divisions, the other two being the Algonquin and Caddoan. The Mdewakanton constituted one of the seven groups of the Dakotas. All evidence tends to prove that when the central valley of the continent first became known to Europeans, these Indians had within a few generations migrated from the eastward. The Mdewakantons first located at Mille Lacs Lake from which place they were driven by the Chippewas before coming here, but, in all probability they had been located here for three hundred years at least.

When the first explorers ventured into this section the Dakotas were residents of the entire southern half of the state, the northern section being occupied by the Chippewas or Ojibways, who had been driven out of their former homes along the St. Lawrence river by the Iroquois. About two hundred and fifty years ago, according to stories told by the Indians when the first French explorers visited here, the Assiniboines, a Dakota division, were located on the plateau overlooking the Cannon river, just beyond the county poor farm, while Mdewakantons had an abiding place where Red Wing now is located. Trouble arose between the two tribes, war ensued, and the Assiniboines were driven up the Cannon river to Cannon Falls whence they escaped to Prairie Island and up the St. Croix eventually locating along the Red River in Manitoba. To them the Mdewakantons accredited the numerous mounds to be found in an early day near Cannon Junction.

Bands of the Omahas and Iowas came after the expulsion of the Assiniboines. They had villages at Lake City and at the mouth of Belle Creek on the Cannon River. The Mdewakantons called the latter place the village of the great tepee because of the dome shaped white rock further up Belle Creek.

The Mdewakantons had claimed this entire region as their hunting grounds after the expulsion of the Assiniboines and in a campaign shortly after the opening of the nineteenth century the Omahas and Iowas were driven out in a campaign conducted by Chiefs Red Wing and Wabasha.

Another legend states that in 1650, the Iroquois Indians drove the Huron and Ottawa tribes from their homes in New York state. The two tribes journeyed westward and after many wanderings and enduring much privation finally reached the upper Mississippi Valley where they met the Mdewakantons.

The Mdewakantons were much pleased with the axes and knives of European manufacturers which they received from the wanderers from the East, and permitted them to locate on Prairie Island.

Being possessed of fire arms, also obtained from Europeans in the East, the two tribes who had wandered west soon asserted their superiority over the Mdewakantons and incurred their enmity in consequence. The result was that they were compelled to leave Prairie Island. They went over into Wisconsin where they settled on the upper Chippewa and Black Rivers. They were found there when the first visits to this section were made by the white man.

Subsequently the Mdewakantons continued to occupy this entire section up to the time of the coming of the whites.

The sign of the tribe living here was a staff from which were pendant many bright colored feathers with a wing dyed in blood at the top.

There were seven council fires of the Dakotas as follows:

Mdewakanton—located along the Mississippi and Minnesota rivers, at Winona, Red Wing, Kaposia, below St. Paul, Lake Calhoun, and three on the Minnesota river between Mendota and Shakopee.

Wahpeton—located on the upper Minnesota.

Wahpekute—on the Cannon river and at Traverse des Sioux.

Sisseton—at Big Stone and Traverse lakes and in southwestern Minnesota.

Yankton—on the Missouri river.

Yanktonai—at Lake Traverse and in Dakota.

Teton—west of the Missouri.

## CHIEF RED WING

It is a curious fact that very little is known relative to Chief Red Wing in whose honor the city was named. Red Wing is the name borne by a succession of chiefs of the band of Indians who resided here before the settlement of the whites. Each was distinguished by another name. The leader of the band which captured Father Hennepin on his journey up the Mississippi in 1680, when the Dakotas made their home on Mille Lacs Lake, bore this name, being called Koo-poo-hoo-sha (Khupaha, wing, sha, red, from the swan's wing, dyed scarlet, which the chief carried).

Another Red Wing is heard of at the time of the Pontiac War, when he visited Mackinac. He was in alliance with the British in the War of Independence.

The Red Wing for whom the city was named was born about 1759. He was in command when the Indian band had located near the mouth of the Cannon river about 1800, subsequently removing to the present site of Red Wing.

Reference is made to Chief Red Wing in the journal of Lieutenant Zebulon M. Pike on his voyage up the Mississippi in 1805. Pike calls him Talangamane, which should be more correctly written Tatankamani, meaning Buffalo Walking. He also gave his title name in French, L'Aile Rouge, with the direct English translation Red Wing, his tribe Menowa Katong, Gens du Lac, "people of the lake," and gives this account of a visit with him:

"We had a council, when he spoke with more detestation of the conduct of the rascals at the mouth of the St. Peters than any man I had yet heard. He assured me, speaking of a fellow who had fired on my sentinel and threatened to kill me, that if I thought it requisite, he should be killed; but as there were many chiefs above with whom he wished to speak, he hoped I would remain one day, when all the Sioux would be down, and I might have the command of a thousand men of them; that I would probably think it no honor, but that the British used to flatter them they were proud of having them for soldiers. I replied in general terms, and assured him it was not for the conduct of two or three rascals that I meant to pass over all the good treatment I had received from the Sioux nation; but that in general council I would explain myself. That as to the scoundrel who fired at



my sentinel, had I been at home the Sioux nation would never have been troubled with him, for I would have killed him on the spot; but that my young man did not do it, apprehensive that I would be displeased. I then gave him the news of the Sauteurs, etc., that as to remaining one day, it would be of no service; my duty called me, and the state of my provision demanded the utmost expedition; that I would be happy to oblige him, but my men must eat. He replied that, Lake Pepin being yet shut with ice, if I went on and encamped on the ice it would not get me provision; that he would send out all his young men the next day; and that if the other bands did not arrive he would depart the day after with me."

At that time Red Wing was probably second in command among the Dakotas to Chief Wabasha, located at Winona, who appears to have been the head chief of all the bands along the river.

In the early seventies, a mound, situated on Main Street, near Broadway, when opened, was found to contain a skeleton and a medal bearing the date 1801. On one side is the date with the head of President Jefferson and his name. On the other side is a representation of clasped hands, hatchet and pipe, with the inscription "Peace and Friendship." According to Colonel Colvill, this medal was probably presented to Red Wing by Lieutenant Pike on this occasion.

During the War of 1812 this chief is reported to have enlisted in the cause of the British.

In 1815, when a peace treaty with the Indians was signed, the name of Talangamane, Walking Buffalo, appears among others. He was also one of the signers of a friendship treaty in 1816, and a treaty in 1823, signed at Prairie du Chien.

In 1818, Chief Red Wing testified for the heirs of Jonathan Carver who claimed title to a large area east of the Mississippi which Carver claimed had been ceded him by the Indians, that the two chiefs who gave the deed on which Carver's claim was based were his uncles.

The next reference to Chief Red Wing is found in a record of the journey up the river of Lieutenant Colonel Henry Leavenworth, U. S. A., who, in 1819, was delegated to take a regiment of troops to Fort Snelling. He arrived at Prairie du Chien on July 1, where Major Forsyth, who kept the diary of the trip, says he found a son of Chief Red Wing with a considerable band

awaiting him. "Young Red Wing at once began begging for goods which I refused."

On August 19th, Major Forsyth had "a little talk" with Chief Red Wing at his village. "I gave him some goods. He was much pleased with his presents."

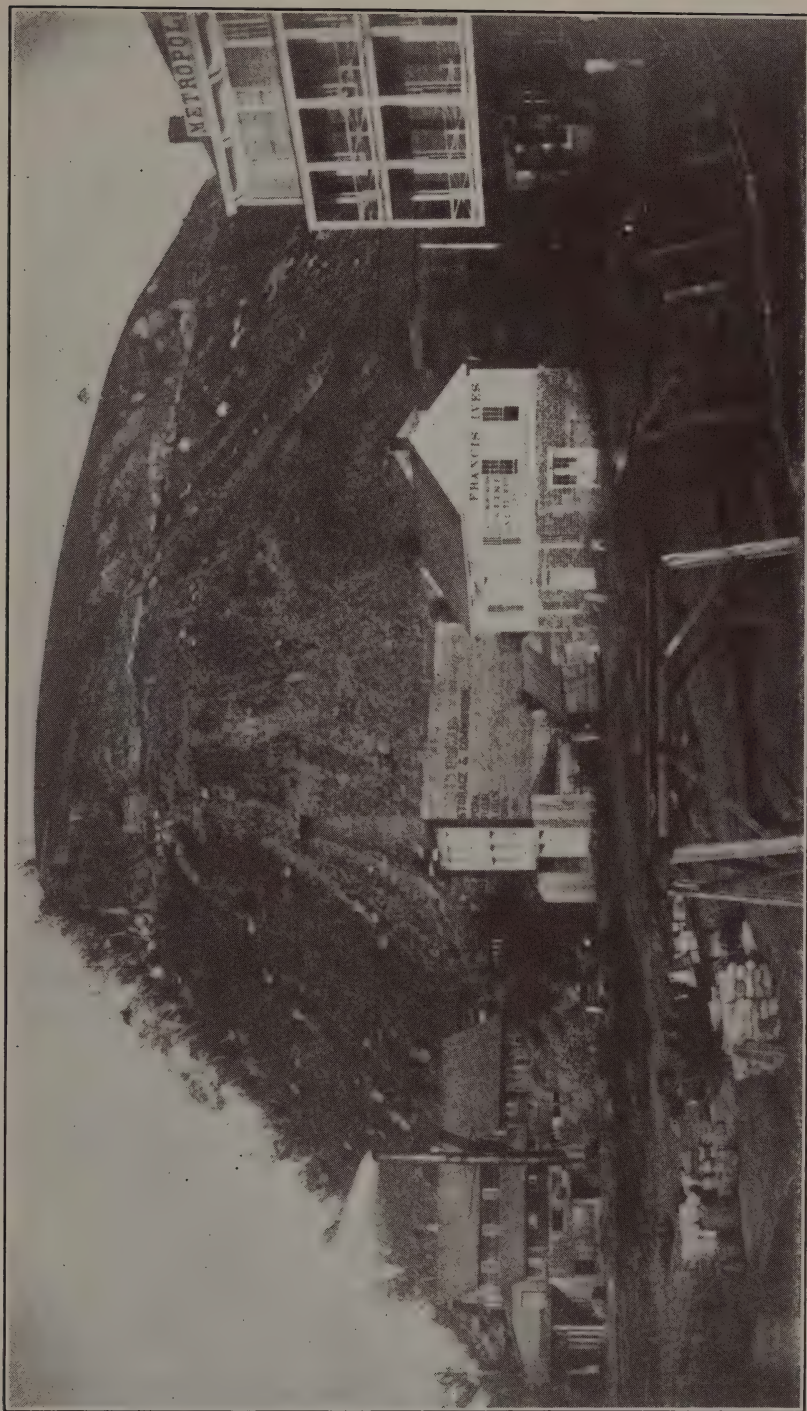
Schoolcraft, in connection with his account of his visit to Red Wing's village in 1820, writes:

"The Dakotas are the most powerful Indian tribe in North America. It consists of seven bands. These are independent under their own chiefs but united in a confederacy for the protection of their territories, and send deputies to a general council of the chiefs and warriors whenever the concerns of their nations require it. If one of the tribes is attacked, the others are expected to assist in the repulsion of the enemy. They inhabit all the country between the Mississippi and the Missouri rivers from north latitude about 46 degrees to the junction of those rivers near St. Louis with trifling exceptions in favor of some scattered tribes. The greatest chief of the nation at the present time is Talangamane, or Red Wing."

In May, 1823, the Virginia, the first steamboat to navigate the waters of the Mississippi above St. Louis, stopped at Red Wing on its journey to Fort Snelling. Chief Red Wing and his leading warriors came on board. The travelers smoked the peace pipe with them and listened to some long and tedious speeches detailing the wrongs the red men had suffered up to that time from the white men, which was only a small part of what was to come.

On the evening of June 30, 1823, Major Stephen Long, and his party going by land arrived at Red Wing "which is under the direction of Shakea, the man that paints himself red. The village has retained the appellation of Red Wing (Aile Rouge) by which the chief was formerly distinguished. The chief invited our party to his lodge with a view of a formal conversation with us. As a compliment to the party, the United States flag was hoisted over his cabin and a deputation of some of his warriors waited at our encampment to invite us to his lodge. We were received in due ceremony, the chief and his son, Talangamane (Walking Buffalo) were seated next to the entrance. We took our stations near them on the same bed frame while his warriors seated themselves on the frame opposite to us. This was followed by hand shaking and the smoking of the pipe of peace. The Red Wing





### LOWER LEVEE IN THE EARLY SIXTIES

The saw mill is located on the present site of the bridge; the warehouse of Frank Ives, where the Red Wing Mill now stands; and the Metropolitan Hotel just across Potter street.





chief is at present very much superannuated, but he is still much respected on account of his former achievements."

A second treaty signed at Prairie du Chien in 1825, also bears the signature of Red Wing.

In May, 1829, forty Dakotas of Red Wing's band, called on the Indian agent at Fort Snelling and informed him that since the death of their old chief, Red Wing, which occurred on March 4th, they had been unable to choose another. Apparently the son of Red Wing, previously referred to by Major Forsyth, was not satisfactory as his successor. After the conference they selected Wa-ku-ta, a stepson of the deceased. In consequence a subsequent treaty made in 1830, is signed by Wa-ku-ta—The Shooter, who was at the head of the village here when Rev. J. W. Hancock arrived in 1848.

Rev. Mr. Hancock states in his reminiscences that the warrior Scarlet Wing or Red Wing acquired his name from the color of his blanket and the celerity with which he swept over hill and vale, swamp and stream, to surprise his enemies.

Wa-ku-ta informed Mr. Hancock that Chief Red Wing was taken ill on an expedition and died and was buried on a bluff near Wabasha.



#### ENDORSEMENT OF CHIEF RED WING

The bearer, Red Wing, chief of the Band at the head of Lake Pepin, may be relied on as the firm and unshaken friend of the Americans. As such it is earnestly hoped that all officers of the Army and others into whose hands this recommendation may fall will extend their charity and friendly civilities to him as an example to other Indians besides doing a good old man a service.

Given at St. Peter, this 4th day of September, 1827.

Law Taliefferro

Indian Agent at St. Peter.

Transferred to Wahcoota, the son of the chief who died the 4th of March, 1829.

May 17th, 1829

Law Taliefferro

Indian Agent.

## CHIEF WA-KU-TA

It is rather strange that so little attention has been paid to the Indian chieftain Wa-Ku-Ta, who was at the head of the Indian band making their home here when the whites first arrived. He was evidently a man of considerable importance among his people as is evidenced by his prominence in many negotiations with the whites. As already noted, his name first appears in a treaty signed in 1830.

In 1837, he was one of a band of twenty Dakota chiefs who went to Washington to negotiate with the government for ceding some land to the whites. A treaty was signed, but neither Wa-Ku-Ta nor Wabasha, who was the head chief of all the Dakotas along the river, signed this treaty.

In 1838, when he was mentioned in connection with a hearing of two of his band who were charged with complicity in a murder, Wa-Ku-Ta expressed himself as strongly in favor of their punishment.

In 1851, when the treaty of Mendota was negotiated, ceding this section to the United States, Wa-Ku-Ta appeared as one of the leaders in the negotiations. He made an address in the course of which he said:

"Fathers, your counsel and advice is very good to Indians, but there are a great many different minds and different opinions, and it appears almost impossible to get an agreement, though we have all been consulting so many days.

"Fathers, you have come with the words of our Great Father, and have them put in this paper, but the Indians are afraid it may be changed hereafter. I say this in good feeling. Perhaps you may think many of these things will be altered at Washington yourself! You have been asked a great many questions, and have answered yes to them. If all proves as you say, it will be very good indeed. But when we were at Washington we were told many things, which, when we came back here and attempted to carry them out, we found could not be done. At the end of three or four years, the Indians found out very differently from what they had been told—and all were ashamed.

"I hope, when the people sign this treaty, you will take and deliver it to the President as it is. I want you to write first that I wish the country for our home to be reserved south of where I now live. I was not brought up in a prairie country, but



among woods; and I would like to go to a tract of land called Pine Island, which is a good place for Indians. I want you to write this in the treaty. I mention to you my wish in this respect, but if you do not think it can be complied with, and is not right and just, I will say no more about it."

This Mendota Treaty bears among others the signatures of Wa-Ku-Ta, his head soldier, Iron Cloud, and these powerful warriors, Good Iron Voice, Stands on the Ground, Stands Above, Sacred Fire, The Ghost Killer, Red Stones, Sacred Blaze and Iron Cave.

Later the Indians were removed to a reservation on the Minnesota river, Chief Wa-Ku-Ta accompanying them. He died a few years later, after the Indian outbreak.

The chief opposed the Indian outbreak, but was forced to participate to a limited extent. During its progress he performed many acts of kindness for white women who were captured.

Rev. S. W. Pond, the pioneer missionary, who met Wa-Ku-Ta about 1834, writes of him:

"Wa-Ku-Ta, of Red Wing, was a man not likely to be soon forgotten by those who were acquainted with him. His personal appearance was remarkably prepossessing, and his mental abilities would have commanded respect among any people. He was generally mild in his manners, but very decided in his opinions, and opposition only stirred him to act with more firmness and determination. He was, on the whole, such a man as one would much rather have for a friend than an enemy."

Governor Ramsey said: "Wa-Ku-Ta is a man I always listen to with great respect."

Dr. W. W. Sweney, a pioneer resident here, who was well acquainted with the chief, wrote of him:

"Wa-Ku-Ta—the Shooter—stood about six feet in his moccasins, was well proportioned and in 1852 was about 65 years of age. He was the most intelligent man in the band except Wa-Kontoppy. He was friendly to the whites, much disposed to adopting the habits and customs of civilized life, and consequently without much authority among the restless young men of the village. His schemes for promoting the well being of his people were thwarted by Mahpiya-maza (Iron Cloud), second in rank, but first in real power."

Rev. J. W. Hancock, in his memoirs, stated that Wa-Ku-Ta obtained his position as head chief partly because of his personal prowess and partly by heritage right. He was never accustomed to boasting, a man of good sense and sound judgment, who understood human nature better than many whites. His visit to Washington had given him a good idea of the power of the government. He labored to promote education and industry among his people and it was largely through his personal solicitation that the second mission was established here.

These two indorsements of Wa-Ku-Ta, or "Wah Coota," were given by Governor Gorman:

Minnesota Superintendent

In consideration of the good character of Wacoota and of his devotion and attachment to the Government of the United States, and its citizens, and also in consideration of his having my confidence as a good man, I have hereby recognized him as the Chief of the said band of Sioux and desire all officers of the Government and all good citizens to respect him accordingly.

Given under my hand, and the seal of this superintendency, this 28th day of June, 1853, and of the Independence of the United States the seventy seventh.

W. A. Gorman

Gov. and Supt. Indian Affairs.

I certify that "Wah Coota" is the head Chief of the Red Wing band of Sioux and is a good man, well disposed in all his intercourse with the Government of the United States.

W. A. Gorman

Done at St. Paul, July 12, 1854.

Governor and Supt.  
Indian Affairs  
Minnesota Territory

✦ ✦ ✦

### CONTEMPORARIES OF WA-KU-TA

Of some of the contemporaries of Wa-Ku-Ta, the late Dr. W. W. Sweney gave the following account:

"Wa-Ku-Ta's schemes for promoting the well being of his people were thwarted by Mahpiya-Maza, or Iron Cloud, second in rank, but first in real power. He was a crafty, intriguing politician, favoring all the raiding propensities of the young men, stimulating opposition to any advancement in civilization; beg-

ging when it would accomplish his object; threatening when he thought he had the power to do injury—a base, bad man, and a thorough savage, whom no kindness could bind in the bonds of friendship, no reason influence to adopt views salutary to the welfare of his band. His only redeeming trait of character was his advocacy of the cause of temperance. His death, in the latter part of the summer of 1852, freed the whites of the annoyance of his presence and counsels.

"T'Maza-washta, or Good Iron, was the next man of importance in the village. Taller than Wa-Ku-Ta, always smiling, a rebuff never ruffled his equanimity. A friend to both the Wa-Ku-Ta and Iron Cloud factions, he successfully performed the difficult feat of carrying water on both shoulders. On the death of the second chief, Good Iron was excessively amiable, making feasts and otherwise doing those things which we in civilized life see so frequently performed by aspiring men thirsting for political distinction. He tried to beguile me into giving him my cow and dog in order that he could make a feast in behalf of his candidacy and he was quite crestfallen when I refused to do so. He got to be a second chief, however.

"Maca-tiniza, Standing Earth, more generally known among the whites as the "Old Scolder," was a regular old masculine termagant. Nothing suited him. His only luxury was grumbling, and he enjoyed that to an unlimited extent. He was, however, a strict Good Templar and not a bad Indian; but his unfortunate peculiarity rendered him anything but a favorite among his own people. He attended church frequently and behaved very well. I am informed that he was one of those unfortunates who perished on the scaffold at Mankato at the close of the Indian war.

"My friend Wakon-toppy (Esteemed Sacred) will conclude the list. Honest, honorable and intelligent; a true man whether judged by the savage or civilized standard. This man was the only Indian I ever knew whose word and character were above reproach. Whatever he stated to be a fact could be relied on. He frequently camped with me and I have lain and listened for hours to his tales. He had never gone on a raid against the Chippewas but he had followed the war path south and west against the Sauks and Omahas. His father was adopted into the Dakota family, having been taken a prisoner when he was very young, in one of the Dakota forays against the Sauks and Foxes and finally married a sister of Walking Buffalo, a very influential chief and father of Wa-Ku-Ta."



### WHO WERE THE MOUND BUILDERS?

"Who were the mound builders" is a question which has puzzled archeologists and ethnologists since the first white occupation. Many have agreed that they and the early Indians were one and the same while others held the mound builders were an entirely different race.

Dr. Shethrone, a leading authority, says:

"It may be confidently stated that the Mound Builders did not constitute of themselves a separate or distinct race, but that they, together with all other aboriginal Americans, were tribes, nations and peoples of the original American race—a race derived from the Mongoloid immigrants from Asia, and of Asiatic rather than of American origin. In many cases, they were cultural groups of the native Amercian race along with the Indians and all other American peoples, and were in many instances the racial ancestors of the Indian tribes of historical times, but that as peoples and tribes they had their distinct cultural attainments. The Mound Builders were Indians to exactly the same extent that the Indians were Mound Builders."

Whoever they were, they surely left innumerable traces of their work in and around Red Wing.

When Rev. J. W. Hancock located in Red Wing there were at least fifty mounds in the area occupied by the present city. One series commenced in Dakota Street running west as far as Washington between Third and Fifth Streets. There was another group on the flat south of the old Charles Betcher home at Fourth and Buchanan, one of which was 55 by 5 feet in size. There was one near the city hospital and one on the wooded knoll in front of the Ladies Seminary location. A group was also located near the Red Wing Seminary. On Barn Bluff were three, one being 52 by 6½ feet. All were located at points from which magnificent views were afforded. These mounds were generally circular in form and about six feet high in the center. On opening them to the level of the surrounding ground nothing but ashes and a few bones were found in the majority of cases.

Col. Wm. Colvill, than whom no one has made a more careful investigation of the origin of the mounds, was firmly convinced that the Assiniboines, the Omahas, the Iowas and the Dakotas, all of whom dwelt along the river in this section, were mound builders. The Dakotas claimed that many of the

mounds were the dwellings of the Assiniboinés. The Dakotas practiced scaffold burial to some extent but when the whites appeared, changed to placing their dead in coffins and burying them.

The pioneer missionary, Rev. J. W. Hancock, advanced this theory:

"My opinion is that these mounds simply mark the places where human dwellings once stood. I have known of several being entirely removed and no appearance of any human remains found in any of them. They are largely made up of vegetable mould mixed with sand. In most of them ashes have been discovered on a level with the surrounding ground. In one case a bone, apparently from the leg of a deer was found.

"Those who have observed the places where a house once stood in a civilized country, the ground not having been disturbed since its fall, will remember that there is a depression in the ground, showing where the cellar was. But around this cellar hole is a ridge a few feet higher than the land adjacent. The material of the building of wood is all decayed perhaps, and this cellar is more than two-thirds filled with earth. Whence all this accumulation of earth? It is evidently the result of time and natural causes. When an old dwelling falls it becomes a ruinous heap, from which springs up a thick growth of tall, rank weeds. Among this luxuriant growth the floating sands and dry leaves of autumn are lodged from year to year by the driving winds. After a score of years or more the weeds will have run out, and their place become occupied by grass or shrubs, and the accumulated process is done. We have only to apply this work of decay to houses once occupied by a savage people, who never build cellars, and we have the solution of the problem, whence came these mounds."

Dr. W. W. Sweney, another pioneer, after extended investigations, stated:

"On breaking up land on which were many of these mounds, I exposed large quantities of broken pottery and muscle shells. The fragments of pottery appeared to be a combination of tenacious clay and pulverized shells. It had a thickness of about one-fourth of an inch and on the outside were rudely delineated with some pointed instrument the figures of men, animals, foliage, etc. I noticed but one peculiarity in the specimens. The representation of a weapon of war or the chase was not to be found, which would have been different had the habits of the

makers in any way assimilated those of the modern Dakotas. The earthen ware appeared to have been sun-dried, as there was no trace of the actions of fire to redden the clay, was quite firm, and, from the different shapes observable in the fragments, was manufactured in various forms. I have not found the first trace of a warlike people in the remains—not even an arrowhead of flint which would be imperishable. The Dakotas once used them, but I have never seen one taken from a mound or from close proximity thereto.”

But, a more recent, though no less eminent authority who has made very extensive researches, Prof. E. W. Schmidt, says:

“In regard to the origin of the mounds, it may be said in brief that they are of Indian origin. The idea of a prehistoric race of mound builders distinct from the Indian has been exploded by archaeological research, but it is very common to find this idea expressed in books of the last generation, and in the minds of those who in early childhood had the mound builder’s theory instilled into them. The real mound builder was a genuine Indian and not a member of some other race. The evidences of this are many. Indians are known to have built mounds. The articles found in the mounds are the same in kind and make as those found in the nearby village site. Invariably a large mound group has a village close by. The articles found on the sites and in the mounds are such as Indians used. Here is a partial list: Arrows of various sizes and shapes, made of chert, quartz, quartzite, gun flint, and other varieties of rocks; spear heads, knives, awls, hammer stones, mill stones, dubs, sinkers, bone implements, fragments of pipes, scrapers in profusion, ice axes, spuds, paint-pots, paint-cups, drills, hair pins, mauls, whetstones, decorated pieces of clam shells and the like.

“A few thoughts suggested by these relics relative to the state of culture, habits, modes of life, and occupation of our predecessors, may be mentioned. Fortified hills, tomahawks, battle clubs, spearheads, etc., mean war. Arrows signify war and the chase. We do not know what human beings first beheld the beautiful hills and valleys of Goodhue County and claimed them as their homes. We may never be able to look beyond the veil or penetrate the mists that enshroud the history of the past, yet we are not left in utter darkness. The relics mentioned tell us many interesting stories. The absence of great architectural ruins show that the mound builders lived in frail homes. The dearth of agricultural implements does not spell waving fields of golden



grain. The ashpits and fireplaces mark the bare ground as the aboriginal stove. Net-sinkers imply the use of nets; ice-axes the chopping of holes in the ice to procure water, stone axes a clumsy device for splitting wood; stone knives for scalping, cutting meat, leather and twigs; countless flakes mark the ancient arrow-maker's workshop; cracked bones to show the Indian's love for marrow; shell beads, charms and ornaments in the shape of fish and other designs reveal a primitive desire for ornamentation; chisels and gouges recall the making of canoes; sun-dried pottery made of clay mixed with coarse sand, clam shells or powdered granite and marked with rows of dots made with a stick, thumbnail or other objects, or else marked with lines, V-shaped figures or chevrons, all are an index of a rather crude state of pottery making. The hand supplied the lathe and the wheel. Inasmuch as some of the most ancient remains show great similarity to the more recent, we feel certain that no great progress was made by these early inhabitants. A copper spear of recent date shows no more signs of smelting than does the copper blade that has been much corroded by a great lapse of time. Trees hundreds of years old give us at least some measure of estimating the age of the contents of the mounds on which they stand, and it also means that the mound builder lived there several hundred years, if not longer. By such processes of reasoning, we can learn a good deal of the social, individual and family life of the savage mound builder."



### OLD INDIAN TRAILS

It is a far cry from our modern highways of travel of concrete to the trails followed by our Indian predecessors before the coming of the white man and for some considerable time thereafter. And it is interesting to note in this connection that so many of the paths which in prehistoric times were regularly followed were but the predecessors of the roads we use today.

In traveling over a country with which they were unacquainted, the Indians always followed the buffalo trails which ran everywhere, here as well as further east and west, because these animals always chose the more practical route for their roads. With the Indian the ease of progress was one main consideration. Not given to exert himself more than necessary in the ordinary pursuits of life—he had many qualities which we might well emulate. In his travels he followed the line of least resistance.

The trails of the Indians usually consisted of two or three paths close together yet at fixed distances apart. Coming in from the east the leading trail followed the later location of the old territorial road between Lake City and Red Wing, skirting the base of the bluffs which lie back from Lake Pepin about one mile, from Lake City to Frontenac. From there on the trail followed the old road used before the pavement was laid, on the opposite side of the valley. One trail entered the present site of Red Wing south of Sorin's bluff, the other to the north thereof.

Arriving at Red Wing the trail took a course from about the present intersection of Fifth and Plum Streets.

From this point, according to our honored fellow citizen, Frank A. Carlson, the old Indian Trail going west from Red Wing left Plum Street, near Fifth Street, going west in an irregular line to the plateau where the First Lutheran Church, the United Lutheran and the residence of M. T. Nilan now stand, and which in early days was a corn field planted by the Indians. This trail skirted to the north of the cornfield.

Near the Nilan residence the trail took an irregular line to the point where the Chicago Great Western Railway has an overhead crossing, near the Motor Company plant. Then followed along the bay, where the C. M. St. P. & P. Railway tracks now are, to Hay Creek; then turned south several hundred feet to a ford where it crossed the creek, then north and west where the C. G. W. Railway tracks now go around the German Lutheran Cemetery, then up the valley just west of the cemetery to the foot of the hill south of highway No. 3 to a point several hundred feet up stream on Spring Creek, from where the bridge at the County Farm now is. Then, fording Spring Creek to its west bank, it continued up the valley on the west side of the creek skirting the hills and coming out near the Chas. Bryan farm, then past Hultquist's farm across to the foot of what is now Larson's hill. Here it went straight ahead instead of turning to the left as County A now does, then followed up the valley past the Erickson's honey farm to the highland about where the school house of District No. 98, in Section 11, Township of Vasa, now stands. Then, in an irregular line, west, down the valley to the Vasa-Welch road to a point on Belle Creek, where the bluff on the west bank forms a crescent or horse shoe curve, in section 4 of Vasa.

Here the Indians had one of their regular camps at certain times of the year.

From there the trail continued north to the Cannon River, then west along the river to the village of Cannon Falls.

Trails also followed to the summits of College and Sorin's Bluffs and other eminences in the vicinity. One much used ran from College Bluff down through the grounds occupied by the Golf Links to a connection with the Hay Creek Valley. On Barn Bluff, there was a trail running from the western to the eastern end, and on the bluffs which form Point-No-Point, there were numerous trails leading to points of vantage overlooking the lake and the valley, now occupied by Highway No. 3.

Other trails followed up the Hay Creek valley and up to Prairie Island following along the present course of the inside track of the Milwaukee road, to a point near Eggleston.

The Zumbro country was the route followed by Indians traveling from the upper Minnesota to Winona, the residence of the acknowledged chief of the seven bands of the Dakotas.

On the Wisconsin side, trails ran up the Trimbelle and Isabelle Creeks and Rush River. The main trail started near Stockholm on Lake Pepin and ran back through Plum City, thence diagonally across the county through Ellsworth to the Kinnikinnic River.



## THE MISSION STATIONS AT RED WING

The mission station, which was established at Red Wing before its settlement by the whites, is remarkable for the fact that it was promoted and maintained for several years by Europeans, the members of a Calvinistic church at Basle, Switzerland. It never passed under the control of any American board and was the only Protestant mission of the kind ever established in the Northwest.

In 1836, a church at Basle appointed two young ministers, Revs. Daniel Gavin and Samuel Denton, as missionaries to the Indians of North America. They selected "the land of the Dakotas" as their field of labor. Both were unmarried when they reached the Northwest, but before commencing their active labors Mr. Denton married Miss Persis Skinner, who had, for several years, been in active service in the mission school at Mackinac.



Three years later Mr. Gavin married Miss Lucy Stevens, of Lake Harriet. Both Denton and Gavin were Swiss in nationality and Presbyterians in religion.

They first located at Trempeleau, but finding the Indians of that band too hard and stubborn to work on, in 1837, Mr. and Mrs. Denton removed to Red Wing's village. During the summer, three young Chippewas, Geo. Conway, John Johnson and Peter Marksman who had been converted to Christianity in Canada, assisted at the Red Wing mission. Mr. and Mrs. Gavin later joined the Denton's. Mr. Gavin spent the winter of 1838-39 at Lac qui Parle, with Revs. Williamson and Riggs, engaged in translating religious works into Dakota, and other missionary work.

The work done by the mission at Red Wing was of some practical value. A few of the Indians were taught to read and write, and many of them learned farming and gardening. In July, 1838, Mrs. Denton, writing to General Sibley, then located at St. Paul, whom she had previously met, said:

"The Indians have planted something more than thirty acres of corn, also some vegetables, all of which are growing finely. They are now in excellent humor, and have about given up the practice of begging from us.

"Many thanks for your prompt attention to our call for seeds. Could you see how finely they are growing in our beautiful garden, I am sure you would be glad with us. Indeed, you can hardly imagine what wonderful improvements have been made at our village since you were here. You must know also, that among other mercies which I enjoy, I have a friend with me—a Miss Blakesly, from the vicinity of Cooperstown, New York. I know you will rejoice at this as you know how much I needed assistance."

At this time, according to Major Taliaferro's report to the Commissioner of Indian Affairs for 1839, the entire Wahpakoota band, of which Red Wing's sub-band was a part, numbered in all but 235, and a majority of these were at other locations. Red Wing's band numbered probably not more than one hundred souls.

The missionaries made a few converts, but among them was Enah-manne "Walking Among" who was subsequently licensed as a minister and in 1880 was pastor of the Santee (Nebraska) Agency Mission Church.

The Denton and Gavin families lived and labored at Red Wing until in 1845, when the Gavin family moved to Red Rock where they remained a few years.

They then went to Lower Canada, where they labored for the conversion of French Catholics to Protestantism until Mr. Gavin's death, in 1859. Mr. and Mrs. Denton remained at Red Wing sometime after the Gavin family left, until they were compelled to leave by reason of Mr. Denton's protracted ill health. They located in Missouri, where Mr. Denton died in 1851.

After the relinquishment of the work by Revs. Gavin and Denton, all efforts were abandoned for a time.

Curiously enough, a volume issued in 1917 by Mission Romande, an organization at Lausanne, Switzerland, devoted to foreign missions, shows that this Swiss society which established a mission at Red Wing's village in 1837, in charge of Daniel Gavin and Samuel Denton, is still in existence. The statement is made that the mission was discontinued because the missionaries did not work together harmoniously and the Indians became unfriendly. Some extracts from their reports will be of interest in this connection:

August 7, 1839. "On a low plateau above Lake Pepin, near a Sioux village named Red Wing, there is an oblong construction of rude logs built in the style of the small houses which are so numerous in our Alps. This building is divided lengthwise in several compartments which serve as garret, kitchen, and lodging for our beloved missionaries. By an exaggerated sense of economy they have used as few planks for the house as possible and they themselves have hewn with the axe the wood destined to be in the form of planks. Around the house there is a large garden surrounded by a wooden fence. There, during the summer, they raise the vegetables they need for their own consumption.

"In addition to this they also have fields of corn and potatoes. This, however, is not the only cultivation they must carry on. They are also obliged to work vast stretches of land which they share with the different Sioux families for the purpose of accustoming them to the cultivation of the soil.

"Brother Gavin, in accordance with the wishes of the Committee, has joined the station of Lake Pepin so that now we have only one station, that is established at Red Wing and composed of Brothers Gavin, Rossier, Denton, and his wife, little Albert

Denton, a child just a year old, and finally a lady, who is a friend of Mrs. Denton's, a native of New York state, who has devoted herself without recompense for her services to the work of the mission.

"I had a conversation with the chief and he told me that first he, together with the chiefs of his band, would come to hear me and then afterwards all his people would probably come and he would urge them all to come. But, he would prefer that I begin with the chiefs for the present, in order that they might judge for themselves what I should tell them."

April 30, 1840. "The chief came to see me this morning for the purpose of asking me to teach him to pray, morning and evening. He told me that he wished to serve God. That is, to try to serve Him, for he does not believe himself capable of doing all that God commands of him."

February 1, 1841. "I had a conversation with the chief Waukoute and his son. I read 1 Kings--18 to them, and was surprised at the accuracy of the observations they made after I had finished reading. In their eyes, King Ahab was the most guilty of all since he caused the people to do wrong. They were surprised that a people who possessed the law of God, could be so easily lead away from the Path of Righteousness."

February 24. "Some savages came to visit me. I talked to them of their salvation and one of them told me that he had not come to talk about heavenly things but rather of earthly wants. That he wished to adhere to the mode of living and the faith he had inherited from his forefathers and that there were many others who felt as he did. I told him that all the knowledge and wealth of the world would never be able to bring him true happiness. He finally admitted that he was a sinner and often did wrong, but, said he, 'God has not given to us as to the white man. His work is to teach us. He has left us in ignorance and misery'."

About 1837 Hilton Doe was located here as an Indian farmer. He remained here until 1844. His wife was a daughter of chief Wa-Ku-Ta.

One of the letters written by Bishop Jackson Kemper, the pioneer Episcopalian bishop of Minnesota, on a journey up the Mississippi in 1843, contains this reference to Red Wing:

"Near Red Wing's village there is a missionary establishment from Switzerland. The corn field was very extensive and there



were in it elevated frames where the boys are kept to scare away the black birds. I saw a smoke near the frames, the boys having a fire to roast some ears of corn."

In the summer of 1845, Rev. J. W. Hancock and Rev. John F. Aiton, were appointed missionaries to the Indians. Mr. Aiton arrived here in the fall of 1848, and Mr. Hancock on June 13, 1849.

Of these early days Mr. Hancock later wrote:

"There were three white persons living in the village when we arrived, Rev. John F. Aiton and wife and John Bush, who had married an Indian wife, and who had been sent to assist the natives as a farmer. The Swiss missionaries had built two very comfortable log dwelling houses. A small garden fenced with rails and other improvements, the results of their labors, awaited our occupancy.

"These were located a few rods in the rear of the native houses. The latter were built of poles covered with bark, and stood along the river bank near where Main Street now lies, between Bush and Potter Streets. The mission houses were near the junction of Bush and Third Streets. Narrow paths were crossing each other in various directions among the hazel bushes. There was a ravine just back of the mission houses in which many springs of cool water gushed forth, forming a small creek, afterwards called 'The Jordan.'

"Beyond this creek on higher ground, reaching to College Bluff, and extending some sixty rods east and west, were the Indian corn fields. Each family had a separate patch of corn, contiguous to others, and the whole fenced around by stakes interwoven with withes. Ponies and dogs were the only animals reared.

"A fine meadow of coarse, wild grass occupied the space between Sorin and Barn Bluffs. The hills, valleys and adjacent prairies, stretching far beyond, were then an unexplored region, known only to wild animals and the Indian hunters. Roads and bridges were not to be found. Pleasure excursions were not very frequent, being confined to the navigation of log canoes.

"Some of the parents seemed unwilling to have their children come to us to be taught. Those who did come were very irregular. To be kept in one narrow room for any great length of time was against their natures. The work seemed like trying to tame young foxes.

"To restrain them by force was utterly impractical. It would not do for us to detain them in the school room longer than they were willing to stay. It took months of patient and persevering labor, in bribing with cakes and raisins, to get the children into anything like regularity in their attendance. After a time we began to have from 20 to 30 pupils a day."

The winter of 1849-50 was spent by Mr. and Mrs. Hancock at the government school for Winnebagos at Long Prairie. They returned in the spring of 1850. During the summer Mr. and Mrs. Aiton, discouraged by the utter failure of their efforts to make Christian converts, returned east, but Mr. and Mrs. Hancock remained, continuing their work until the section was opened for settlement by the whites, and the Indians were removed west.

A traveler, who visited this section in 1849, writes:

"Later in the day, (May 16), after leaving Lake Pepin, an Indian village, called Red Wing, inhabited by a tribe of Sioux is seen on the Minnesota shore. It appears to contain about one dozen bark lodges, and half as many conical lodges, covered with buffalo skins; also, a log or frame house, occupied by a missionary. Indian children were seen running, in frolicsome mood, over the green prairie, and Indian females were paddling their canoes along the shores."

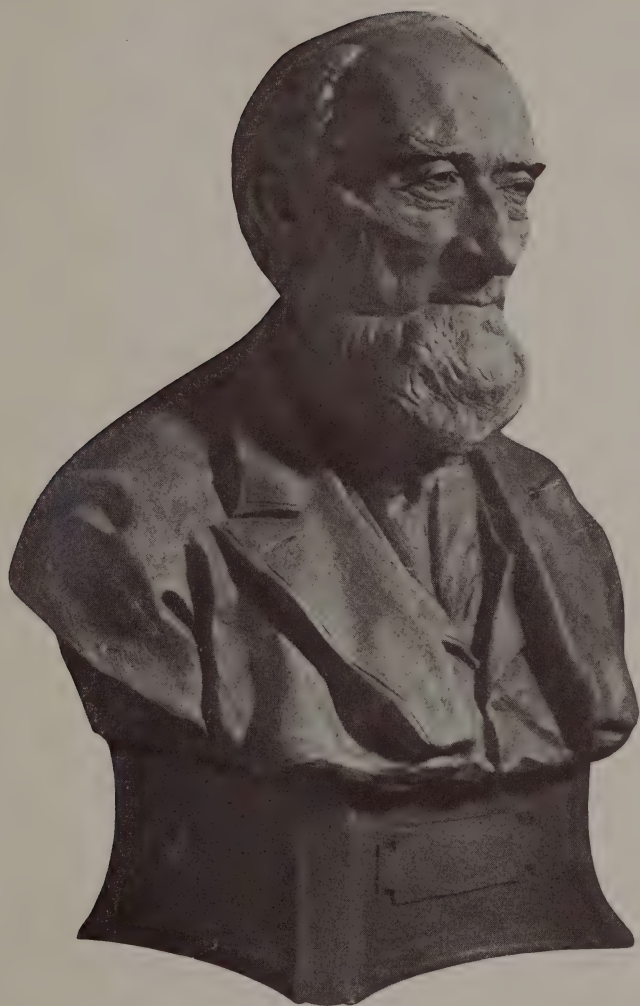
A government census, taken in 1849, gave Red Wing a population of 49, there being 26 males and 23 females—this including whites and mixed bloods.

The first white birth in the village was Mrs. Hancock's son, Willie, born August 25, 1850, who died on September 27, 1851.

In the fall of 1850, the health of Mrs. Hancock began to fail and on March 21, 1851, she passed away and was buried near the mission house. At her own request she was buried on Indian ground at the foot of the towering bluff which marked the location of the village.

Of the passing of Mrs. Hancock, a friend most feelingly wrote:

"Just before her death when all knew that she must go, her husband asked her if she desired to have her earthly remains taken back to the home of her childhood for sepulture. She answered, 'No, I came to live among this people and help teach them there was a life after death, the spirit was immortal, and it mattered little what became of the body, the spirit would return to



BUST OF REVEREND J. W. HANCOCK

Red Wing's First Permanent Settler





God, Who gave it. Bury me here, that our people may see, and realize our belief in the truth that we have sought to teach them.'

"When her free spirit had winged its flight to where angels dwell, a grave was prepared near the Mission house into which, after the usual Christian ceremony, performed by Dr. Williamson, her mortal remains were lowered by mortal hands. As the group of Dakotas stood around the open receptacle of the dead, more than one tall savage was seen to weep over the departure of one they had learned to love and whom they called 'Wash-ay Ween'—the good woman.

"When a more advanced civilization came to found a city on the site of this Indian village and the ground was wanted for business blocks, a city for the dead was platted on the summit of a southern bluff overlooking the place, to which her remains were removed, and there in our beautiful Oakwood cemetery may be seen a marble slab to indicate her last resting place on earth.

"The following lines are carved upon the stone, which has been erected to her memory:

"The mother, sister, wife and friend,  
Has passed away, far from her early home.  
In sorrow and tears the precious dust  
We lay to rest in hope until tones  
Of the Archangel's trump announce the dawn  
Of brighter day.'"

In 1851, a post office was established at Red Wing, with Mr. Hancock as postmaster. Previous to that time the nearest post office was at Point Douglas, twenty-five miles up the river.

Of the Mendota treaty made with the Indians in 1852, Rev. Mr. Hancock wrote:

"The Red Wing band was very much opposed to any such treaty and talked over their opposition very plainly. Some of the young warriors, as it was known, declared they would shoot the first chief or head man who signed. The treaty was made in spite of all the opposition. Our people came back with a discontented look. They seem, from that time, to have lost all interest in our labors for the children's education or their own improvement. They felt discouraged and it was no wonder. They would soon be obliged to leave their home, where their

departed friends were buried, to be henceforth occupied by strangers, and must go themselves to a strange land."

Rev. John Aiton was born in Scotland on November 15th, 1817. He came to America in 1835 and later attended the Lane Theological Seminary. He left there in 1848 and after marrying, came direct to Red Wing to engage in missionary work, preceeding Rev. Joseph W. Hancock's arrival about eight months. One of his accomplishments while here, in addition to his religious and educational work, was to induce some seventy Indians, headed by Chief Wa-ku-ta, to sign a temperance pledge. He returned to Red Wing for a short time in 1851, when he made the first contract for a sale of land ever executed here. His wife died in 1854. He married again in 1855 and engaged in missionary work practically up to the time of his death on August 24, 1892, at St. Peter. He was buried in the cemetery at Traverse des Sioux.

The contract for the conveyance of land made by Mr. Aiton is rather interesting. It reads as follows:

"I, John Aiton, give to E. C. Stevens all my right to a part of my claim thus bounded: Beginning at a stone at the foot of the hill, on the north and south line and thence running nearly east past a stump marked, to a stone at the fence thence along the fence, nearly southeast past a small white oak tree marked, and so on in a straight line touching the chief's field, still continuing straight on to my east and west line. I give to said E. C. Stevens for the consideration of fifty dollars (\$50) to be paid me by Stevens when said land shall come into market or sooner if said parties shall agree. E. C. Stevens agrees to use all lawful endeavors to secure said claims of said John Aiton but if made and fail this writing shall be void.

John Aiton.

E. C. Stevens.

John Bush.



## REV. J. W. HANCOCK

A personal interview with Mr. Hancock, written by

Miss Lucia Danforth in 1905. 1209724

"I was born April 4, 1816, in Orford, New Hampshire. My ancestors came from England. My father's name was Joseph also. He was a blacksmith and farmer. I used to work in the blacksmith shop when I was young. I guess there are few that have done as many kinds of work as I have—farmer, blacksmith, school teacher, postmaster (the first in Red Wing, holding the office for two years), register of deeds, superintendent of schools, and preacher.

"I went to the district school in Orford, but fitted for college at Bradford Academy, Vermont. I was taken sick and did not enter college. I studied theology at Mission Institute, Quincy, Illinois, an undenominational institute founded in 1839. I went to western New York and taught school in the Nunda Valley (pronounced Nunday), a small place in Cateraugas County.

"The Indians used to call me Wamnusha, pronounced, Wah-min-usha, and to make it quite complete, Wamnusha,-dah. The Wamnusha is an amphibious bird something like a duck. Dah means to go by itself.

"While I was studying at the Mission Institute, a message came from northern Iowa to the principals that they wanted a teacher at a government school among the Indians. I promised to go and stay a year to fill a vacancy but was going back after the year was up. The place was called Turkey River. I had stayed a month or two longer than the year as the new teachers had not yet come. I was sick again and in 1843 went East. I was advised to go to Saratoga Springs and went there. After I was well I taught in Saratoga.

"Red Wing, the Indian, was buried on a bluff near Wabasha. I never saw him. He died a number of years before I came here. I knew his nephew Wa-ku-ta. He dressed like other Indians but had more feathers on his head, a signal of honor. Those who had killed a Chippewa could put an eagle feather in their heads. He had scalped a large number so had a great many eagle feathers. He was about 60 years of age, though when I asked how old he was he said, 'How can I tell?' Wa-ku-ta went in 1853 by the treaty of 1851 to a reservation on the Minnesota

River. He never made a profession of religion but was a man who thought a great deal and I believe that he was a Christian before his death. He had two wives and lived about where the old First National Bank Building now stands, but a little nearer to the bluff. The most of the teepees were on Main Street—some west of the Jordan, but most of them east of it. There is a story that the old chief Red Wing was taken suddenly sick when on a hunting tour.

"In 1846 I married. I became acquainted with my wife in Nunda Valley, when I taught there and boarded with her parents.

"In Red Wing, my home was on the corner of Third and Bush Streets. I never got much acquainted with the women as they did most of the work, cut the wood, brought it home, planted the corn, hoed it and took care of it. The men were engaged in hunting and war. The chief had not much authority, but did the business for the tribe. He had no power to execute his desires. He lived like the rest, but when the Indian agent came around he put on airs. I had a small book with selections of the Bible in it and I would read it to the Indians.

"One Sunday morning a man with his wife and two children came and asked me to read to them. I had used to ask to be allowed to read to them when they came for sugar, tea or coffee. So I was very glad when this man asked me to read from the good book. When I got through he said, we came to get a kettle to boil soap in, to make sugar. I asked how long he wanted it, and he said 'a week or two.' I did not like to do it, as it was on Sunday but thought I had better.

"They were always very particular to return what they borrowed, and brought it back carefully, without being harmed. My wife had three girls who learned to sew and knit and wore regular clothes. One Indian girl who was under my wife's care for some time, afterwards wrote me a letter.

"A teepee is a house where they live of whatsoever sort. Wigwam is not Dakota. Sqaw, pappoose and wigwam are all words brought from the east. Chinca Chastina means little baby. In winter the Indians lived in tents, but in May they went back to their birch bark teepees or houses."

## DEVELOPMENT OF A CITY

When information was received in 1852 that the land hereabouts was to be thrown open for settlement, in consequence of a treaty with the Indians, Red Wing immediately attracted attention as the possible site of a flourishing city. John Bush, the Indian farmer, who has been described as a devout if not fanatical zealot, made a claim, as did Calvin Potter, who was located here as an Indian trader. He bought out the interest of Mr. Snow, an Indian trader, who had located here about 1850, building a house, the upper part of which was used for a home, and the lower story filled with Indian goods. Benjamin Young, an Indian halfbreed, made a claim in the west end of the present city, and John Day, James McGinnis and E. C. Stevens came over from Diamond Bluff, Wisconsin, and made claims. Mr. Potter went to St. Paul and interested Dr. W. W. Sweney, then located there, who in turn interested Wm. Freeborn, with the result that Dr. Sweney located here, purchasing Mr. Young's claim in the west end, and an old weather beaten log house Young owned which stood near the ground now occupied by the La Grange Mills. In the fall, Warren Hunt arrived with his own family and his wife's sister, Miss Mary Carey. Miss Carey was the first unmarried woman to come to Red Wing and her marriage to Calvin Potter was the first ceremony of the kind among the whites.

Other arrivals were David Puckett, Jack Sanders, Ben Hill, and Nels Nelson, the first Swede; and the Middaugh brothers, Hiram and Joseph. Dr. Sweney also brought his family here before the close of the year.

As it was not advisable to go into any farming or building operations until the treaty was ratified in 1853, the residents of the embryo city devoted their time mainly to hunting and fishing. Dr. Sweney relates that forty barrels of good fish were supplied to St. Paul at \$6.00 a barrel. One haul with a seine netted eight barrels.

At an election in the fall, 32 votes were cast, James Wells being chosen for the Minnesota Legislature.

A raft of lumber was obtained from Stillwater and during the fall the Middaugh brothers prepared the timber and finishing wood for a hotel. This was erected the following spring and conducted for several years by Andrus Durand. It was first known as the Red Wing House and afterwards called the Teepee-tonka, or big house.



As there had been no government survey each man was permitted to mark off his own 160 acres, which would be claimed under the homestead act, and it was astonishing to note how long some men could pace. In consequence there were numerous disputes and heated arguments but to the credit of Red Wing no lives were lost and no one was seriously injured.

As already noted, a post office had been established the previous year with Rev. J. W. Hancock as postmaster, which afforded some communication with the outside world by boat in summer and a one horse cutter in the winter on the ice.

During the winter the little settlement was practically isolated from the world outside. A lyceum and a singing school were organized, the latter in charge of Hiram Middaugh, who was the first teacher of vocal music. The season of isolation passed without anything special of note to record.

It has been generally supposed that the first Norwegian settler to locate in Red Wing did not arrive here until 1852 but information which has just been made available moves this date back to 1850.

According to the story told by H. R. Holand, of Ephraim, Wisconsin, who has made very extensive investigations as to the early Norwegian settlements, two Norwegians, Halvor H. Peterson (Haugen) and Osten Burtness, working in a copper mill at Mineral Point, Wisconsin, in 1850, decided to go to St. Paul. Proceeding northward on a boat, a stop was made at the present site of Red Wing for wood. Here the two travelers met Mr. Snow, preparing to embark in business as an Indian trader. He induced them to remain with him and Peterson laid the foundation for the trading post building. The following year Burtness went to St. Paul but Peterson remained and, in company with Snow, embarked in the manufacture of lime. As the business seemed prospering, Peterson went to Rock Prairie, Wisconsin, to see more settlers. He brought back with him his father, Steiner Valle, Sven Hanson, Guul Gultormson and Johan and Mathias Peterson Ringdahl, this early in 1851. They spent the summer and fall in burning lime, a firm in St. Paul taking all they could produce. Late that fall this firm failed and the pioneers lost practically their entire investment. They owned a pair of oxen which they drove to Stillwater and sold, sharing the proceeds. Disheartened by the turn of events all returned to Rock Prairie

except Mathias Peterson Ringdahl. He came back to Red Wing with Dr. W. W. Sweney, thus becoming the first permanent Norwegian settler in Goodhue county. He made several trips into the country, on one of which, he discovered the Norwegian colony in Wanamingo in 1854.

In 1855 he located on a tract of land in the northwest corner of Pine Island township.



### THE HALF BREED TRACT

So many references are made to the half breed tract in connection with the early settlement of this section that an explanation of what is meant by this term will not be amiss.

When the Dakotas sold their lands along the Mississippi, by treaty, to the United States, they expressed a wish to reserve a portion of this land for the benefit of the mixed bloods, their relatives, who would, it was supposed, desire to cultivate the same and adopt the customs of the whites instead of removing to a reservation further west.

In accordance with this desire, the following tract of land was set apart for this purpose: Beginning at the lower end of Barn Bluff and running thence southwesterly on a line at right angles with the general course of the Mississippi River fifteen miles; thence southeasterly on a line parallel with the general course of said river, to a point fifteen miles west of the foot of Lake Pepin; thence to the foot of said lake; thence up said lake and river to place of beginning.

The persons entitled to share in this were at the time mainly children under age so there is no doubt that Indian traders and those in their employ were the chief instruments in having this reservation made.

For some reason this land was not laid into townships and sections by the surveyors until about a year after the other part of the county had been surveyed and opened to settlement. In the meantime many settlers, had by permission of relatives of the Indians settled in the half breed area. Some had purchased the rights of a mixed blood and made a claim accordingly. Finally in 1855 the land was surveyed, laid out without reference to the

boundaries given in the treaty, but in township and sections in conformity with the adjacent lands.

When the land office was opened at Red Wing a list of all persons entitled to a share in this reserved land was prepared and sent to the general land office in Washington. Scrip was issued to each name in the list designating the number of acres the person named was entitled to. The scrip was brought to Minnesota and distributed, the greater portion falling into the hands of parents or guardians of the children named, and from them it soon passed into the hands of speculators. Endless entanglements followed. Many of them held quit claim deeds from individual half breeds for a certain number of acres. But the land officers could not recognize quit claims—nothing but the scrip from the general land office availed in filing an entry on any portion of the land.

Speculators saw their opportunity and began to take up the land by "laying the scrip" as the act was called in the land office. The choicest locations were already occupied by settlers, and those who held scrip could enter the lands those settlers had chosen, many of whom had made extensive improvements.

The actual settlers had the sympathy of the surrounding population but the scrip holders had the advantage of the situation. In consequence the actual settlers rallied in self defense and took steps to require that in every case where scrip had been laid on an actual settler's land, said scrip should immediately be raised. A critical situation arose for a time but fortunately a decision of the Washington land office saved the day. By this decision those who had settled upon the tract and made improvements thereon had the pre-emption and homestead rights as on other government lands. The same decision granted to the holders of half breed scrip the privilege of laying the same upon any other government land not previously claimed by an actual settler.

After this decision all the vacant land on the half breed tract was soon taken. None of the mixed bloods ever cared to settle on it and it quickly passed into the hands of other settlers.

The end of the trouble from the scrip was not yet. Many of the residents in the area were compelled to pay twice for the right of possession. First they paid the parents or guardians in whose names the land had first been entered, receiving a guardian deed. Later, as the child reached maturity, another payment was in many instances demanded and enforced.



## THE DECADE OF THE PIONEERS

\* \* \* \* \*  
\* 1853 \*  
\* \* \* \* \*

With the opening of navigation in 1853, the little community took on fresh life. The first boat from below brought much needed provisions, the supply having run rather low during the winter, and a steady influx of settlers began.

Among the arrivals were Isaac Lauver, James Akers, Reverends Mathew Sorin, Norris Hobart and Rezin Spates with their families, and a little later came W. D. Chilson, Warren Hunt and T. J. Smith, also with their families. The removal of the Indians to their home in the western part of the state began at this time and in that connection must be noted the first fire in Red Wing. On a day in May the cry of fire was heard and flame and smoke were seen to roll up from the roof of practically all the Indian wigwams located along the river bank. As no fire protection was available, in less than an hour every Indian bark house had disappeared in ashes. No doubt the fire was the work of incendiaries but the perpetrators were never discovered. When the Indians returned to their summer homes their feelings can be better imagined than described.

This season Wm. Freeborn erected the first frame dwelling in the city on the ground now occupied by the La Grange Mills. Before the end of the season Wm. Lauver, James Akers, Mathews Sorin, Norris Hobart and Warren Hunt each had provided themselves with a comfortable home.

Dr. W. W. Sweney was this year appointed postmaster.

James K. Akers was appointed the first justice of the peace in and for Goodhue County, and the first entry in his docket under date of September 1, was the marriage of Charles Park and Jane Thompson, in the presence of Robert Lock and Betsy Lock.

The first school among the whites was started this year by Mrs. H. L. Bevans in the old mission house. There were less than ten children in the settlement.

In August, the first company of Swedes who colonized Vasa landed here, in the party being Hans Mattson, S. J. Willard, Peter Green, Chas. Roos and A. G. Kempe.

The village was surveyed and platted this year by J. J. Knauer, the proprietors being Wm. Freeborn, B. F. Hoyt, C. L. Willis and Alexander Ramsey. The first wheat grown in Goodhue County was produced on a field in the west end of the city, planted by John Day.

W. B. Hancock, who arrived in Red Wing in October of this year, describes the city in this wise: "The whole town site was covered with bushes, some ten or twelve feet high. The hotel on the corner of Main and Bush streets was occupied by Mr. Durand. Mr. Freeborn had a fairly large frame house. H. L. Stevens had some goods in a shanty on Main Street. Warren Hunt had a small house. That is all the buildings on Main Street I can think of. Wm. Lauver, Squire Akers, and a man by the name of Smith, had small frame houses on the other side of Jordan, as it was called. John Day lived on his claim on the bank of the bay where the stoneware works now stand. Rev. Sorin had a frame house. Calvin Potter had a hewed log house with a store in the same building. The same was afterwards used with a new front built on for a hotel called the Metropolitan. There were some mission houses which stood on Bush Street, what would now be about the middle of the street, a little south of midway between Main and Third Streets. H. L. Bevans lived in one and Rev. J. W. Hancock in the other. The latter was double and two stories, one end being used as a school and meeting house. Dr. W. W. Sweney lived in a log house near the river bank. A man by the name of Hoyt had a log house further back. Mr. Chilson, who afterwards built the Chilson House, was here. Jim McGuire moved into the school house and lived in it that winter. These are all the married families I can recollect. There were several bachelors' establishments in and around Red Wing."

The close of this year was made memorable by the fact that the entire population of the community, invited by Wm. Freeborn, partook of the annual Christmas dinner at his home.

The winter passed in peace and safety. Religious services were held each Sunday afternoon in the old mission house, a singing school again organized, debates held, and many social gatherings provided. The wants of the members of the little hamlet were few and easily provided.

\* \* \* \* \*  
\* 1854 \*  
\* \* \* \* \*

The first boat of 1854 arrived early in April and again there was a large influx of new settlers.

Hon. Wm. H. Welch, the last chief justice of the territory, visited the place and decided to make his home there, and among other arrivals were W. W. DeKay, P. Sanford, W. H. Wellington, C. J. F. Smith, Wm. Colvill, Jr., P. S. Fish, S. J. Hasler, F. A. Carlson, W. S. Grow, L. A. Hancock, David Hancock, S. A. Hart, W. L. Sexton, John H. Elder and E. P. Lowater.

Miss Sarah McDonald, the first milliner, arrived and opened a shop. A large number of private houses were erected. The American House began business as did J. C. Weatherby's dry goods and grocery store. E. P. Lowater's shoe store and Hoyt & Smith's warehouse started business. Wheat raised in the surrounding country was found to be of a superior quality and the marketing of this product gave Red Wing its first start as a business point.

The rush of immigrants this season is well attested by an incident related by a Mr. Stanton. He stopped at a hotel in Red Wing and was refused a bed, as all were full and all "shake downs" had been made that were possible with the bedding procurable. On furnishing two buffalo robes, he was allotted space on the bar room floor. He fell asleep but was soon rudely awakened and told to move over as he must take a bed fellow. He complied and still paid for his night's lodging.

Another arrival in Red Wing this year was Dr. Isaac H. Harriott, who practised medicine here about two years and was also in company with I. S. Kellogg in the drug business. In 1856, in company with G. W. Granger and Bartel Snyder, he went to Spirit Lake, Iowa, to select claims and lay out a town planned by Dr. Sweney. Wm. Freeborn with other settlers soon followed. In March, 1857, a company of roving Indians under command of an outlaw Indian, Inkpaduta, visited the colony and murdered all except two white women whom they carried off with them. As soon as intelligence of the massacre was received at Red Wing, Isaac Lauver, W. W. DeKay and others went down to bring back the victims of the massacre and look after their claim interests. The whole community was much wrought up over this



affair. The women were finally rescued and the murderers, escaping into Canada, were never apprehended.

The first election in what is now included within the confines of Goodhue County was held in October, 1853. It was a momentous occasion for both Red Wing and Goodhue County for on the outcome depended not only the organization of the county but also the location of the county seat. The county could not be organized unless at least 50 votes were cast and Wacouta was an active contender with Red Wing for the county seat. Every possible vote was rounded up including a number of residents of nearby points who had been gotten onto the roles to counteract the advantage which Wacouta enjoyed because of having a large contingent of lumbermen near by at Sevastopol. Several of the legal voters were kept at home because of illness. The election board accommodately adjourned from place to place until they had gathered in every vote. The election resulted in a sufficient number of votes being cast to insure the organization of the county and in the defeat of Wacouta in the county seat contest.

One attempt was made a few years later to wrest the county capitol from Red Wing when the building of a court house was undertaken. The cry went up from the southern section that Red Wing was too far away, and the county seat should be more centrally located. The most active contender for the distinction was Hader, at that time platted as a town, and located on the stage route from Dubuque to St. Paul. The early Red Wing residents put up a campaign which won the day although no small effort was necessary to do this.

Red Wing having been chosen the county seat of Goodhue County, a full complement of county officers was provided by appointment by the governor:

Sheriff	- - - -	P. S. Fish
Treasurer	- - -	Calvin Potter
Register of Deeds	-	J. W. Hancock
Attorney	- - -	Chas. Gardner
Clerk of Court	- -	P. Sanford
Justice of Peace	- -	Jas. Akers
Commissioners	- -	Wm. Lauver,
		H. L. Bevans and Rezin Spates

All resided in Red Wing except Mr. Gardner and Mr. Spates. Chas. Gardner was a resident of Westervelt, afterwards Frontenac.

Mr. Spates resided in Burnside. The first meeting of the county board was held on June 16, 1854, on a pile of lumber on a vacant lot on Main street.

The first court house was really located in Mr. Sanford's office on Main Street. He was the first clerk of court and as such transacted all his business there. The office was also used by the Register of Deeds, the Treasurer and the County Board. The first term of court was held here this year with Judge Welch presiding. The Sheriff usually carried his office under his hat.

In the fall Prof. Jabez Brooks arrived in Red Wing and opened a school over Smith, Hoyt & Co's. store, which was the preparatory department of Hamline University, this being in accordance with the decision of the Methodist Episcopal church to establish a university in the northwest.

Hamline University was chartered under an act of the legislature providing for its location at some point between St. Paul and Lake Pepin. Mainly through the efforts of Wm. Freeborn the location at Red Wing was decided on. It was named in honor of Bishop Hamline, of the M. E. Church, who contributed \$25,000 in property toward its establishment.

From this year dates the organization of the Goodhue County Bible Society, which did effective work for more than sixty years.

School District No. 1 was organized this year.

The first election of county officers took place in October, when the following were chosen:

Commissioners	- -	R. Spates, A. W. Post, P. S. Fish
Register of Deeds	-	J. W. Hancock
Sheriff	- - -	H. C. Hoffman
Treasurer	- - -	M. Sorin
Attorney	- - -	P. Sanford
Clerk of Court	- -	P. Sanford
Judge of Probate	- -	A. D. Shaw
Surveyor	- - -	S. A. Hart
Assessors	- -	L. Bates, John Day and D. Kelley

Toward the close of this year, Oakwood Cemetery was first used as a resting place for the dead, although it was not purchased and platted until some years later. The first burial was

a son of Mr. and Mrs. Wm. Freeborn. The remains of Mrs. J. W. Hancock were soon afterwards removed to this spot.

Frank A. Carlson, pioneer, who arrived here in 1854, gives the following account of the appearance of the city when he came:

"At the Potter street landing for steamers I could look up an abrupt hill between Bush and Potter streets.

"Near what is the corner of Levee and Plum streets, Wm. Freeborn had built a house facing the river. Below this house was a spring and in that was an hydraulic pump which pumped the water up to Mr. Freeborn's house. This interested me and I watched it for a long time. West of Freeborn's house was a little log house on the brow of the hill in which Dr. Sweney lived and where I, then a small boy, first saw the late Dr. Sweney.

"Below the bridge was Calvin Potter's Indian trading store.

"West of Broadway was a marsh and the only way of getting up from the river to the village was along the shore to Broadway up to Main to the Indian trail at Fifth and Plum streets.

"On Main street H. L. Bevans had a general store about where the Burg Store is now located.

"The Teepetonka Hotel was being built at the corner of Main and Bush streets. C. J. F. Smith and F. F. Hoyt had a little store quite near the present site of the Milwaukee depot. Half way up the hill between Levee and Main on Potter a Mrs. Allen had a boarding house called the Eastern House.

"On Main, west of West Avenue was the Indian village, made mostly of elm bark teepees. The Indian farms were where the First Lutheran church stands.

"There were no white settlers west of Broadway and most of the white settlers were east of the Jordan extending south to Fifth and Plum streets. Chas. Parks had made a claim along Plum and there were several shacks used by the white families.

"There were about one hundred people in the village.

"There was no railroad and the only means of travel was by steamboat and the covered wagon.

"In 1855 Thomas Smith had three little houses built where the Library stands. He had the contract for grading Broadway. Little dump carts, drawn by a mule, were used."



\* \* \* \* \*  
\* 1855 \*  
\* \* \* \* \*

The winter of 1854-55 was mild, but never was the re-opening of navigation awaited more anxiously. The supply of provisions in the little village was practically exhausted, and for a time neither flour nor pork could be purchased, but the residents freely shared with one another whatever store they possessed. The first consignment of flour, consisting of eleven barrels, in addition to a hogshead of smoked hams and shoulders, arriving on a Friday evening, were all disposed of before Monday. Other boats arriving soon afterwards relieved the shortage.

The first school was built this year at Fourth Street and East Avenue, the funds for its construction being obtained by popular subscription.

The first camp meeting of the Methodist church in Minnesota was held in August, near Red Wing.

A United States Land Office was opened with W. W. Phelps as register and C. C. Graham as receiver. The first public sale of lands was held and the interests of the bonafide settlers were closely guarded at this sale by an organization intended to keep out speculators. This was accomplished very effectively.

When the land office was opened, speculators were hovering around like vultures so that for the possession of some of the finest tracts there was much competition. On these many squatters had located before the land had been surveyed and subdivided and as a consequence there were many serious conflicts between rival claimants which at times threatened real trouble. So serious did the situation become that a vigilance committee was organized for the protection of the squatters against the schemes of the speculators. The methods of the committee were generally effective and as a rule the squatters' rights prevailed. The usual procedure was that, where the offending land grabber appeared at the land office to establish his claim, he was hustled to the bank of the river and there was required to formally relinquish all claim to the disputed land or take the alternative of a ducking with the near possibility of being drowned.

Land seemed so plentiful in those early days that there was serious doubt in the minds of many if it would all ever be oc-

cupied or worth any considerable sum of money. General Hubbard, who established the Red Wing Republican, related years afterwards, that a short time after he launched the paper, a patron proposed to trade a quarter section of land in Goodhue township, about fifteen miles from Red Wing, for two hundred dollars worth of advertising and job printing. The General concluded there was too much land in that section for any useful purpose and therefore he did not accept the offer. In less than twenty years this land with only moderate improvement sold for \$10,000.00.

The first tannery in Red Wing was established this year by John Melander, who had just arrived from Sweden, a tanner by profession in that country. He conducted the business in the basement of a dwelling on the site of the present quarters of the Red Wing Brewing Co., at the corner of Main and Jefferson streets, and continued it for some years.

The first M. E. Church was organized with Rev. Jabez Brooks as pastor, and the Baptist Church in charge of Rev. T. R. Cressey. This year also witnessed the organization of the Presbyterian Church in charge of Rev. J. W. Hancock as pastor, the German Methodist Church in charge of Rev. G. Zollman as pastor, and the Swedish Lutheran Church with Rev. E. Norelius as pastor.

This year witnessed the organization of Red Wing Lodge No. 8, A. F. and A. M., the oldest secret society in Red Wing, on September 14, with seven members. The first officers were:

Wm. Ladd, W. M.

W. W. Phelps, S. W.

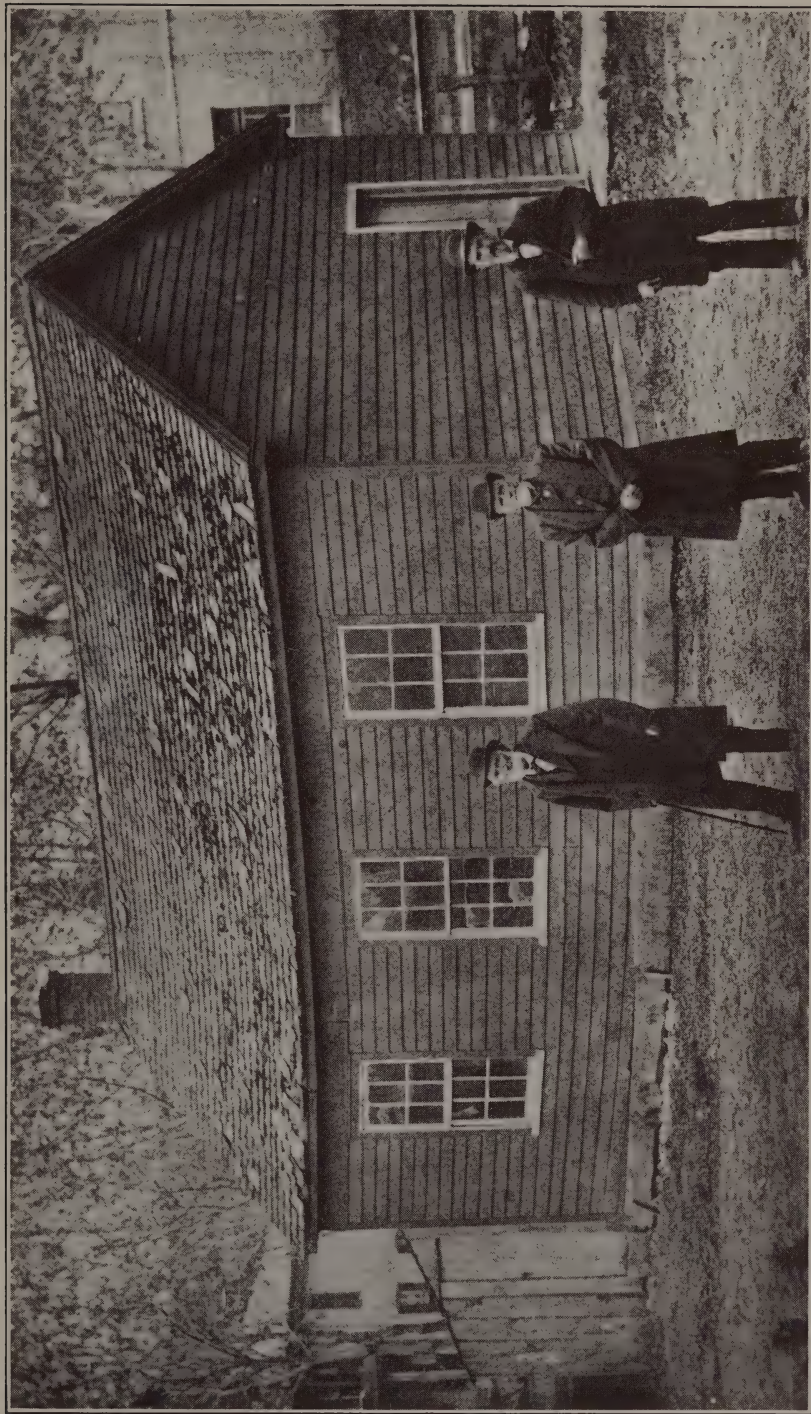
Wm. Lauver, J. W.

Wm. Freeborn, Treasurer

H. C. Hoffman, Secretary

The first newspaper published in Red Wing was the Red Wing Sentinel, the initial issue of which appeared on July 20, 1855. Wm. Colvill was the editor and D. S. Merritt and J. C. Hutchins the publishers. It had a rather checkered career and on May 15, 1856, it was sold to A. Bailly who moved the outfit to Hastings. In July, 1856, Nehemiah V. and Cornelius Bennett established the Red Wing Gazette here. In June, 1856, it was sold to Red Wing Sentinel. When Colvill, who had been editor, enlisted in 1861, the paper was discontinued, and the outfit sold to Jas. H. Parker who established the Goodhue County Volunteer. Near the close of the war this paper was converted into the Red Wing Argus, which was published up to the latter nineties, when it was renamed the Goodhue County News, and later the Red Wing Eagle.





### THE FIRST SCHOOL HOUSE IN RED WING

Located at Fourth street and East Avenue, facing East Avenue. The present site of the Masonic Temple.

The gentlemen in the foreground are Rev. J. W. Hancock, S. S. Grannis and H. B. Baldwin.





Late arrivals this year who became prominent in the community were C. R. Brink, S. B. Foot, D. C. Hill, A. J. Meacham, J. C. Pierce, J. F. Enz, W. E. Hawkins, Jared Sexton and Rev. C. Hobart.

The first brick yard was opened by Geo. Wilkinson, who had taken the contract to erect a building for Hamline University in what is now Central Park. This building was first occupied in January, 1856. It was a structure 37x86 feet in size, of brick, two stories above the basement. It contained a chapel, store room, library, reading room, laboratory, recitation rooms and dormitory. As already noted the preparatory department was opened in 1854, and with the erection of the new building two instructors were provided in addition to Prof. Brooks. The first year there was an enrollment of seventy-three, forty-three men and thirty women. The institution obtained a wide reputation. The lectures by the professors and the debates of the literary societies connected with the institution were often attended by the citizens and added much to the life of the new community.



The year 1856 opened most auspiciously with a large immigration. Many new enterprises were inaugurated and buildings of various sizes and materials constructed. Among the new arrivals whose names read large in the future history of the city were E. T. Wilder, James Lawther, A. W. Pratt, Chas. McClure, Charles Betcher, Andrew Danielson, H. C. Hodgman, J. M. Hodgman, F. Joss, M. B. Lewis, W. L. Luce, Jonas Peterson, T. K. Simmons, Jesse McIntire, H. P. McIntire and T. B. McCord.

Many new enterprises were inaugurated this year, especially in mercantile lines. The north side of Main street between Bush and Plum was filled with business houses, nearly all wooden, and the south side had only two or three vacant lots. A boarding house was built by Mrs. Huldah Allen, who later became Mrs. Richard Freeborn. The first machine for the manufacture of sash and doors was put in operation by Hasler & Todd, a one horse tread mill furnishing the motive power. The land office did a flourishing business and the hotels and boarding houses were well patronized. Barnes & Van Houten opened a second brick yard, the first being unable to supply the demand. The

first saw mill here was put in operation by Pettibone & Knapp, it being later conducted by Pettibone & Freeborn. Cogel & Blakely built a mill for the manufacture of sash, doors and blinds. The following year the same firm commenced the manufacture of wheat flour with one set of stones.

Prominent firms doing business at this time, in addition to those already noted were: J. C. Weatherby, dry goods and groceries; McIntire & Sheldon, F. F. Philleo, Richter & Sherman, general merchants; Betcher & Brown, hardware; W. E. Hawkins and W. H. Wellington, painters; Wm. Colvill, Jr., Murdock & Bristol, Chas. McClure, E. T. Wilder, attorneys; Smith, Towne & Co., real estate, J. C. Pierce being the company.

A hall over a business block on the north side of Main street, was finished this year and came into public service, being utilized for conventions, lectures, social entertainments and church services by the Presbyterians, Episcopalians and Baptists until they obtained edifices of their own. The Methodists held services in Hamline University.

The first political movement tending to shape the complexion of the leading parties in Goodhue County for many years to come was a meeting held on October 8, 1856, at the corner of Main and Bush streets.

Franklin Pierce, the president, being a Democrat, all the appointees in the territory were of the same political faith. Here in Red Wing were C. C. Graham and W. W. Phelps, receiver and register of the land office; Judge Welch, chief justice of the territory; H. C. Hoffman, postmaster; Nehemiah Bennett, editor of the Sentinel, also justice of the peace.

While the residents could not vote on the presidency, the interests of the party must not be permitted to suffer, and in consequence a grand Democratic rally was announced for an October evening, a big bonfire was started, after which an organization was effected with Dr. F. F. Hoyt as chairman and Mr. Bennett as secretary. Mr. Phelps mounted a dry goods box and for an hour or more poured forth the Simon pure democracy on the compromise measures of 1850, and the Kansas-Nebraska Bill of Stephen A Douglas, commonly known as popular or squatter sovereignty. Mr. Graham followed in the same strain interspersing his remarks with many anecdotes and humorous allusions for which he was justly famous. The meeting was supposed to end with Mr. Graham finishing but the crowd lingered about. They gathered into small groups, discussing matters among themselves.



Among them was Charles McClure, a young man from Illinois, who had been trained in the anti-slavery cause for some years and who was personally acquainted with such men as Abraham Lincoln, Lyman Trumbull and Owen Lovejoy. So another political meeting was immediately organized under the leadership of H. L. Bevans, Jonathan Going and Manville Comstock. They called upon Mr. McClure, who had been sitting at his office window, listening to the previous speeches, and very soon he was launched on an oration annihilating the doctrines set forth by the previous speakers. The opposition made an attempt to drown his voice with cow bells and other noise making devices and for a time a tense situation prevailed. Finally quiet was restored and Mr. McClure permitted to continue.

Since that time the county at every election up to 1932 gave a plurality for all Republican national nominees and the great majority of the state nominees of that party as well.

An event of this year which attracted no little attention was the laying out of the bay in lots and their sale effected to a certain extent in the East. At that time, to a much greater extent than now, this area was covered with water to a depth of several feet, and the lots were, of course, valueless. The late S. B. Foot stated years later that on a visit to New York about that time he was shown a finely executed plat of this section. No record was ever made of this plat with the county authorities.

The first session of the Minnesota Annual Conference of the M. E. Church was held at Red Wing in August, Bishop Simpson presiding.

Henry P. McIntire, who came here in 1856, said of those early days:

"I arrived here in Red Wing on May 1st, 1856, on the steamer 'Alhambra.' Father was in business alone when I came and afterwards went into the business of keeping a general store under the name of McIntire & Sheldon. Both families lived over the store, which was a general store where Dahl's Auto Livery is. Across the street was a general store kept by a man named Jackson. There were some other stores when we came; H. L. Bevans had a store on Main street. A drug store kept by Brand, a brother-in-law of Mrs. Ford Smith, stood about where the Fitzsimmon's Store is, and Ira Kellogg had a drug store near there. Brown, Betcher & Ashton had a hardware store on the west side

of Broadway and there were dwelling houses on the east side of Broadway. There were no trees in the town.

"Of course the place was mostly Indians—there must have been about 2,000 Indians and only 200 or 300 white people. They used to have dances in the middle of Main street. I remember a regular War Dance they had in 1858 or 1859. Some Dakotas came back with Chippewa scalps on barrel hoops and did a war dance, and then they went up to the mouth of Hay Creek and danced about a week.

"The Indians didn't camp all the time in one place. Sometimes they were over on the island or on Hay Creek, and then they would go into the woods for the winter. They used to have a big camp in Burnside, below where the German Cemetery is. On Fourth street, was a big corn field. There were bodies on scaffolds and also some burial mounds on College Bluff, but the big burying ground was where the Fleischmann Malt House stands. That was quite a hill, and when they graded it down for Main street they opened many graves.

"Land was \$1.25 an acre and people bought it from the Government through Judge Welch.

"The old Freeborn home was the best house here for a long time.

"Of course the boats carried the mail and express in summer, and they ran pretty regularly from the middle of April to the middle of November if the river was open. In winter we had a stage running every day—one stage each way, and if there was too much express for the stage it was carried by wagon. J. C. Burbank had the stage line, and he had good Concord stages holding four or five passengers with a place behind for the baggage. The stage was on wheels or runners according to the roads. At first the stage had to come up from Galena, then there was a bridge at Prairie du Chien so they could get across the river there, and of course they crossed down at La Crosse after that bridge was built. The stages stopped in front of the Metropolitan Hotel and the boats landed back of it. When the water was high they put the plank from the boat to the steps of the hotel."

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\* 1857 \*  
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The winter of 1856-57 was long remembered as the time of the big snow. The fall was unprecedented up to that time in the recollection of the whites, and even the Indians pronounced it unusual. At one time there was more than four feet on the level, and travel was very difficult. Both foot paths and roads were lanes with the banks on each side towering above the tallest men. When the wind blew, both barns and houses were completely covered in many instances.

In these days of the first settlement the main obstacle to the early inauguration of business each season was the lateness of the opening of Lake Pepin, all traffic being by boat.

The winter being unusually severe there was a late opening of Lake Pepin. Twenty-two boats lay at Reeds Landing and Wabasha awaiting the breaking up of the ice so that they could proceed through the lake and up the Mississippi river. Fifteen hundred passengers on these crafts stormed and fumed to no effect because of the delay.

Exasperated beyond measure, hundreds set out on foot for Red Wing, willing to endure any hardship to attain their journey's end. At this city had gathered Minnesota river boats, the Mississippi river being open above Red Wing. On April 15 the Reveille took on board a capacity load, arriving at St. Paul the following day.

"Most of those who came on her," according to an account of that day, "were obliged to be content as far as sleeping arrangements were concerned, with a chance to lie two-deep on the greasy cabin floor with their carpet bag under their heads for pillows, while the wind whistled a lullaby through the broken and almost sashless windows of the vessel. On April 17 the Time and Tide came to St. Paul with a full load and the Red Wing band."

At the prevailing rates of passage the fares of the 246 cabin and 197 deck passengers netted the boat \$1,821.00 for the trip. On April 24 the Time and Tide brought 196 cabin and 145 deckers and some days later another load of 368, occupying all available space from engine room to "Texas."

Boats earned enough in this short line business to pay their original cost as the lake did not open until April 30 of that year.



The year saw added to the population among others: W. C. Williston, Orrin Densmore, P. Daniels, Dr. A. B. Hawley, Wm. Howe, Andrew Swanson, J. T. Veeder, D. C. Hill, S. S. Grannis, A. D. Whitney and C. A. Erickson.

The panic this year affected the little community materially. In fact nothing of a like character has since been experienced. The necessities of life all came from the east and there was little money with which to pay for them. Wheat was hauled here from points one hundred miles distant.

A copy of the Red Wing Gazette stated that the religious, business and professional interests of the town at that time included three churches, twelve ministers, five doctors, nine lawyers, five first-class boarding houses, five real estate offices, two wholesale and fourteen retail stores, two hardware stores, two milliners and five groceries.

By act of the territorial legislature, the city was granted a charter in March. An election was held in April which resulted in the choice of J. C. Weatherby as mayor, and F. F. Hoyt, Chas. W. Beers and Isaac Lauver as councilmen, and S. A. Bevans as clerk. At the first meeting of the council on May 25th, Wm. Colvill was elected city attorney.

At a second meeting on June 8th, Councilman Lauver resigned and James Lawther was chosen to fill the vacancy. Wm. Rock was elected city engineer; D. S. Merritt, city printer; James D. Chamberlain, city treasurer; S. H. Brand and L. Brundage, assessors; and F. F. Philleo, city marshal.

The fourth of July was publicly celebrated for the first time this year with a grand procession, oration by W. W. Phelps, and a free dinner.

The Presbyterians began the building of a church.

The first wedding in the Presbyterian Church was that of C. J. Ford Smith and Miss Libbie Adams, one of the very early school teachers. It had rained very heavily for several days and when they entered the carriage to go to the church, the mud was up to the hubs. Miss Adams said, "Oh Ford! Let's postpone the wedding!" Ford said, "Now or never." Miss Adams replied, "Drive on."

On September 4th, L. F. Hubbard issued the first number of the Goodhue County Republican. The publication of this paper has continued uninterruptedly up to the present day.

The first music teacher arrived in Red Wing this year in the person of Miss Harriet Kellogg, later Mrs. J. M. Hodgman.

There was considerable trouble about this time with the illegal sale of liquor, Minnesota being still a territory, in which the sale of liquor was forbidden. But no serious trouble occurred from this. The residents were generally law abiding.

Three star mail routes were established from Red Wing. One was from Red Wing to Austin, 84 miles, one round trip weekly; another was from Red Wing to St. Nicholas, 91 miles, also one round trip a week. The third was from Red Wing to Winnebago, 110 miles, one trip weekly. David Hancock held the contract for the first two.

An attempt was made to burn lime from the stone in Barn Bluff, but it proved unsuccessful.

On November 7th, appeared the first issue of a Swedish weekly paper, Minnesota Posten, sponsored by Rev. E. Norelius and J. Engberg. Its publication here was continued for a year after which it was removed to Chicago.

This year Grannis, Daniels & Co. embarked in the manufacture of lumber, erecting a mill on about the location of the present high bridge. Freeborn & Co's saw mill was taken over by Densmore, McLaren & Co. Cogel & Blakely were also operating a sash and blind factory and a planing mill.

The organization of the Protection Hook & Ladder Co., the first fire department body, is noted this year. The first officers were.

Chief	- - - - -	Jesse McIntire
Assistants	- R. N. McLaren, J. C. Pierce	
Secretary	- - - - -	T. N. Lee
Treasurer	- - - - -	T. J. Clark

In the newspapers we find a call for the fourth anniversary meeting of the Goodhue County Bible Society to be held on October 25th, at the Presbyterian Church "at early candle light." James Lawther was the secretary.

The Red Wing Lyceum was organized with Jabez Brooks as president.

A four horse stage service, six times a week, between Prairie du Chien and St. Paul, during the suspension of navigation, was inaugurated.

The faculty of Hamline University was enlarged by the addition of two more members.

One of the early needs of the new community was a cemetery. Burials had been made on the bluff where Oakwood is now located, but the property had never been acquired for burial purposes. Title thereto was held by Geo. Wilkinson. In the fall he offered to sell the thirty-six acres, constituting the original cemetery, for \$3.50 an acre with interest at 3½ per cent a month from the time he had acquired it, the previous spring. The deal was consummated and a plat presented at the council meeting in December.

This year East Red Wing, which had been a separate division, was joined to Red Wing.

The city was paying 4 per cent a month for all money borrowed. The city tax rate was 3½ mills.

This year witnessed the election of Hans H. Holtan to the Legislature, the first Norwegian to hold public office in Goodhue County.

Chas. McClure served in the State Constitutional Convention and was a prominent leader therein.

The first bank in Red Wing was established by Pascal Smith, the institution being owned by Smith, Meigs & Company.

The first fire of any importance in the history of the city was the burning of a block of stores at Main and Bush streets, together with the barn of the Red Wing House near by. The block was at that time the finest business structure in Red Wing, built by James Lawther less than a year previous. The stores were occupied by S. B. Foot, ready made clothing; Peter Meserole, hardware; H. Lowater, books and stationery; and J. M. Sylvester and W. L. Webster, jewelry; on the second floor the offices of C. H. Connely, physician; and Charles McClure, attorney. The hook and ladder company did efficient service, assisted by men, women and children who formed a bucket brigade.

There were efforts to establish the county of Zumbro, embracing the southern half of the county, but they were unsuccessful.

Some enterprising individual platted Barn Bluff and proceeded to sell lots thereon to unsuspecting buyers. The better element righteously waxed wroth thereat, and proceeded to ex-



pose the scheme. Editor Hubbard, of the Republican, was especially indignant; among other objections he advanced, was that a continuation of Main street for 550 feet would require a perpendicular ascent of 550 feet.

The boat schedule ran: Leaving Lake City, 11½ A. M.; Red Wing, 1 P. M.; St. Paul, 7½ P. M. Down river—Leave St. Paul, 10 A. M.; Red Wing, 2½ P. M.; Lake City, 4 P. M. A war was on between competing lines and the regular fare of \$12.00 to Milwaukee, boat and rail, was cut to \$5.00.

Two hundred men were digging for gold along the Zumbro, on reports that the precious metal could be found in paying quantities along that stream. The bubble soon burst.

The poll tax was introduced this year, every male resident being taxed \$2.00, which item he could liquidate by one day's work for the municipality. This tax was continued for nearly thirty years.

The lowly swine must have been accorded liberties in those days, not now enjoyed, for it was found necessary to pass an ordinance forbidding the running at large of swine.

Political excitement ran high. There were charges and recriminations on the part of both political parties and language indulged in which even in those days caused marked attention. Stealing of ballots and other heinous crimes in connection with the election were freely bandied back and forth. Just previous to the election, the Goodhue County Republican devoted several pages in the Swedish language to extolling the merits of their candidates and platform. The contest resulted in the choice of the Republican ticket, this ticket named at the first convention of that party held in the county. Those selected were: E. Norelius, for auditor; M. S. Chandler for sheriff; Thos. F. Towne for treasurer; L. F. Hubbard for register of deeds; Jonathan Going for clerk; and J. F. Pingrey for district attorney. At the election these precincts outside of Red Wing reported votes: Poplar Grove, later Pine Island; Spencer, later Vasa; Wacouta; Elmira, now Goodhue; Belle Creek; Leon; Florence; Dunkirk, now Holden; Zumbrota; Roscoe; Kenyon; Klock, now Warsaw; and Sacton, now Cherry Grove. There were 1,822 votes cast, of which Red Wing polled 677.

Trouble developed between the city fathers and the members of the fire department because the council refused to purchase the implements and machine of Protection Hook and

Ladder Company No. 1, provided by popular subscription. So the fire laddies held a meeting under the leadership of W. E. Hawkins and adopted this resolution:

"Resolved, that we will stick by the machine as long as a spoke remains in the wheels."

And that's that.

The school board levied a tax of fifty cents on each voter to defray the expenses of the public school.

Some advertisements appearing at this time deserve more than passing notice. A barber advertised he was prepared to shave "in a legitimate and scientific way," whatever that may have meant.

Andrew Cook announced that he was prepared to furnish coffins of the best manufacture on short notice and that he would take general charge of funeral ceremonies. He carried the best walnut lumber constantly on hand for such purposes.

Evidently there had been a serious disagreement between John and Sophia Brown. For Sophia published this notice in the legal columns of a paper:

#### NOTICE

Know all men by these presents that whereas my husband, John Brown, has left my bed and board without just cause or provocation for the term of three years, therefore I, Sophia Brown, am determined and do hereby declare in the event of his non appearance or continued silence, that I shall substitute another man in his position.

Red Wing, September 11, 1857.

Sophia Brown.

There was but one mail a week from the east at this time.

During this season 926 boats stopped at Red Wing as against 171 in 1852. They came from Dubuque, 116; from Prairie du Chien, 134; from Fulton, 37; from Galena, 198; from St. Louis, 143; from Cincinnati, 11; from Pittsburg, 28; from Minnesota river points, 239. As an illustration of charges; the fare from Galena to Red Wing was \$5.00 in cabin and \$2.00 on deck.

It was about this time that Rev. Edward Eggleston, one of the most popular writers of sixty years ago, traveling through this section, became a resident of Minnesota, for a time being

connected with Hamline University. One of his books, "The Hoosier Schoolmaster," published in 1871, attained nation-wide popularity, and another "The Mystery of Metropolisville," published two years later, was almost as popular. In the latter work Red Wing appears as "Red Owl" and the embryo city is described in this wise in 1856:

"'Git up.'

"No leader of a cavalry charge ever put more authority into his tones than did Whiskey Jim, as he drew the lines over his four bay horses in the streets of Red Owl Landing, a village two years old, boasting of three thousand inhabitants, and a certain prospect of having four thousand a month later.

"Even ministers, poets, and writers of unworldly romances are sometimes influenced by mercenary considerations. But stage drivers are entirely consecrated to their high calling. Here was Whiskey Jim, in the very streets of Red Owl, in the spring of the year 1856, when money was worth five and six per cent a month on bond and mortgage, when corner lots doubled in value over night, when everybody was frantically trying to swindle everybody else, utterly oblivious to the chance of robbing green immigrants which a season of speculation affords. He was satisfied with nothing but the 'ribbons' drawn over the backs of a four-in-hand.

"The coach moved away from the front door of the large, rectangular, unpainted Red Owl Hotel, dragging its wheels heavily through the soft turf of a Main street from which the cottonwood trees had been cut down, but in which the stumps were still standing, and which remained as innocent of all paving as when, three years before, the chief whose name it bore, loaded his goods upon the back of his oldest and ugliest wife, slung his gun over his shoulder, and started mournfully away from the home of his fathers.

"The long whip swung round and cracked threateningly over the haunches of the leaders, making them start suddenly as the coach went round a corner and dipped into a hole at the same instant, nearly throwing the driver, and the passenger who was enjoying the outride with him, from their seats,

"'What a hole,' said the passenger.

"The driver drew a long breath, and said in a cool, deliberate fashion:



"'That air blamed polliwog puddle sold las' week for tew thousand.'

"'Dollars?' asked the young man.

"Jim gave him an annihilating look, and queried: 'Didn't think I meant tew thousand acorns, did ye?'

"'It's an awful price,' said the passenger.

"'Think so, do ye? Mebbe so, stranger. Fool what bought that tadpole lake done middlin' well in disposin' of it, howsumd-ever.'

"'How's that?'

"'Sold it this week. Tuck jest twice what he invested in his frog fishery.'

"'Four thousand?'

"'Sell next week for six.'

"'How long will it keep on going up?'

"'Yaou tell. Thunder, stranger, that's just what everybody'd pay money tew find out. Everybody means to git aout in time but every piece of perrary in this territory's a dead fall. Somebody'll git caught in every one of them traps.'

"'What are those people living in tents for?' asked the student as he pointed back to Red Owl, now considerably below them, and which presented a panorama of balloon frame houses, mostly innocent of paint, with a sprinkling of tents pitched here and there among the trees, on lots not yet redeemed from virgin wildness, but which possessed the remarkable quality of 'fetching' prices which would have done honor to well located land in Philadelphia.

"'What they live that a-way fer? Mos'ly 'cause they can't live no other. Isn't a bed nur a board in the hull city of Red Owl to be had for payin' nur coaxin', beds is aces. Houses is trumps. Landlords is got high, low, jack and the game. Looky there. A bran-new set of fools from the factory.' And he pointed to the old steamboat, 'Ben Bolt,' which was just coming up to the landing with deck and guards black with eager immigrants of all classes."

The Metropolitan Hotel on the levee was opened on December 10th, and on Christmas day the Episcopal Church was organized.

Cogel & Bloehl announced that on account of the shortage of the wheat crop two run of burr stores would grind all the wheat which would come here.

Toward the close of the year O. P. Francisco announced a series of twelve dances, one each week, to be held at the Metropolitan hall, the charge for the series to be \$12.00.

\* \* \* \* \*  
\* 1858 \*  
\* \* \* \* \*

With the opening of the season of 1858 steps were taken towards making a start to fill the course of Jordan, the tiny stream starting near the corner of Fifth and Plum streets and running diagonally across the city to a connection with the river about the site of the present depot of the C., M., St. P. & P. Ry. This creek, practically dividing the town into two sections, had been a continuous source of annoyance and difficulty to the young city and continued so to be for many years following.

The land office was removed to Henderson, Minnesota.

One of the events of this year was the making of a contract with Simmons, Hill & Stevens for the erection of a court house at a price of \$24,000. For a time there was decided difference as to the location, some preferring the block now occupied by the Episcopal Church, "because it was nearer to the river." Finally it was decided to build where the new court house is now located.

Mrs. L. L. Brown, who came to Red Wing as a small child in 1856, provides the following reminiscences as of this time:

"My father, John Elder, built a small frame building where the First National Bank building was erected later. This was painted pink and called the pink office. Across the street was Col. Colvill's law office, painted blue.

"The first fire I remember, was the Kelly House barn. The Kelly House was a frame building on Plum street where the armory now stands. The barn was in the rear on the alley. The firemen wore red flannel shirts. We lived across the street and there was great excitement. If the Kelly House burned, Mike Hickman's saloon would go. If that went, the butcher shop next door would go—and that would be a calamity. This butcher shop was run by a man whom everybody called 'God Lip.' He was

called the best sausage maker in the country. Not until years after, when I saw his death in our paper, did I know that his name was Gottlieb Bracher, father of C. C. Bracher, later mayor. For a long time, everything dated back to the Kelly House barn fire."

An event of this year which falls in the category of major disasters was the burning of the large Mississippi steamboat, Galena, at Red Wing on July 3rd, on a trip up the river. The fire broke out just before the boat arrived at the landing at Red Wing, but the boat was run onto the shore in a very short time, so that nearly all the passengers had opportunity to land in safety. There was the usual panic on such occasions with the sad result that five perished in the flames. The boat burned to the water's edge and the passengers lost all their baggage. Some barely escaped in their night clothes. A number of head of live stock also perished in the conflagration. The survivors were generously cared for by the people of Red Wing, provided with food and given raiment, and sent on to their destinations on the next boat.

Some excitement was caused by a seeming discovery of coal on the farm of W. S. Grow, west of the city, but nothing of importance materialized.

Prof. H. B. Wilson was called to the faculty of Hamline University.

In his recollections of the early stores at this time, Mr. Wilson later wrote:

"The early stores consisted of various sorts and varieties. Gambia & Smith was among them. M. B. Lewis and Chas. Beers conducted a store on Levee street. J. C. Weatherby and H. L. Bevans had stores on Main street. But the principal store was kept by McIntire and Sheldon, on the east side of Bush street, between Main and Levee, opposite the present site of the St. James Hotel. In this store was purchased everything the family ate, drank or wore. You could buy anything from a steamboat to a mouse trap. In this store were a number of clerks who afterwards became prominent citizens. They were: Thos. F. Towne, Jesse McIntire, Sidney Allen and T. B. McCord. This store was sold to T. K. Simmons about the beginning of the civil war. The first book store in Red Wing was kept by E. P. Lowater, at the present site of the St. James Hotel. For some years, Mr. Lowater was postmaster and mail was distributed from his store."



The city election was hotly contested, Wm. Freeborn receiving 210 votes for mayor to 208 for V. Brundage. There were charges of fraud in connection and a new election was ordered. Some compromise must have been effected, however, for a little later the order for a new election was rescinded.

In 1858, the county of Goodhue awarded a contract to T. J. Frazier for the construction of a bridge across the Cannon river. The amount of the contract was \$5,103.25. In addition he was paid \$855.00 for grading the approaches and the sum of \$912.96 as interest on amount not paid him on completion of the work, making the total cost of the bridge and approaches the sum of \$6,871.81. The county succeeded in raising \$3,203.63 to pay on the work and for the balance, amounting to \$3,668.18, they issued notes on which the interest charge was five per cent a month. That interest rate of five per cent a month appears to have been the ruling rate at that time and in the case of some private parties it was even higher. How any community could survive the payment of such interest charges is one of the mysteries of all time.

The county was accepting county orders in payment of taxes. While they were paying out goodly sums for interest, they were very careful in expenditures along other lines. A pauper died and they paid three dollars for a coffin and one dollar for digging the grave.

County warrants carried twelve per cent interest. The taxes paid in the county totaled \$12,073.84, and the delinquent item totaled \$8,670.87. Of the county levy of \$20,744.71, Red Wing's share was \$5,244.57. For the previous year the county expenses totalled \$11,592.99, the principle items of which were road and bridge expenses of \$7,348.75 and county officers' salaries of \$1,346.66.

Four mail routes were in operation, in addition to those previously noted, one from Red Wing by way of Spencer, Cannon Falls and Northfield to Le Sueur; a second to Zumbrota and St. Nicholas; a third to Hader, Kenyon and Winnebago; a fourth to Wacouta, Bay City, Westervelt, Lake City and Winona.

The president's message left Chicago at 9 P. M. on Thursday, December 9th, left LaCrosse at 9:25 Friday morning, arriving at Red Wing on Burbank's stage at 9 P. M. that night.

They believed in summary justice at this time. A residence, the occupants of which bore an unsavory reputation, was torn down by enraged citizens and the occupants sent out of town. The Hook and Ladder Company led in the demolition.

Three bodies exhumed at the corner of Third and Broadway were identified as members of Wa-ku-ta's family.

The city receipts for the fiscal year totaled \$2,193.03, while the disbursements amounted to \$2,022.20. The assets of the city totaled \$310.49.

The faculty of Hamline University at this time included Dr. B. F. Crary, Dr. E. E. Edwards, Dr. H. B. Wilson, Rev. Peter Akers, Hon. Chas. McClure, Rev. C. P. Dorsett and the Misses Elizabeth and Emma Sorin.

This year marked the embarkation of Chas. Betcher and C. Cogel in the business of sawing lumber.

An arrival who proved a powerful influence in the community for many years was Rev. E. R. Welles, rector of the Episcopal Church and later bishop of Wisconsin. Mainly through his efforts there was erected, the following year, the first church of that denomination.

This year also marked the election of W. W. Phelps to congress as a Democrat, on the admission of the territory as a state. He did excellent service in that capacity and later served Red Wing two terms as mayor.

This year Red Wing Township was organized and maintained as a separate organization until 1863.

♦ ♦ ♦ ♦ ♦  
♦ 1859 ♦  
♦ ♦ ♦ ♦ ♦

The year 1859 witnessed the first attempt in the new community to start a cooperative movement, a Union Store being established. The movement prospered for a time and then, like so many similar ones, was abandoned because of internal dissensions.

There was some concern over the high water in the river, it attaining a stage of twenty-one feet above low water, the highest stage then known here, but no serious damage was done.



### HAMLIN UNIVERSITY

In the sixties, when located in the present city park.

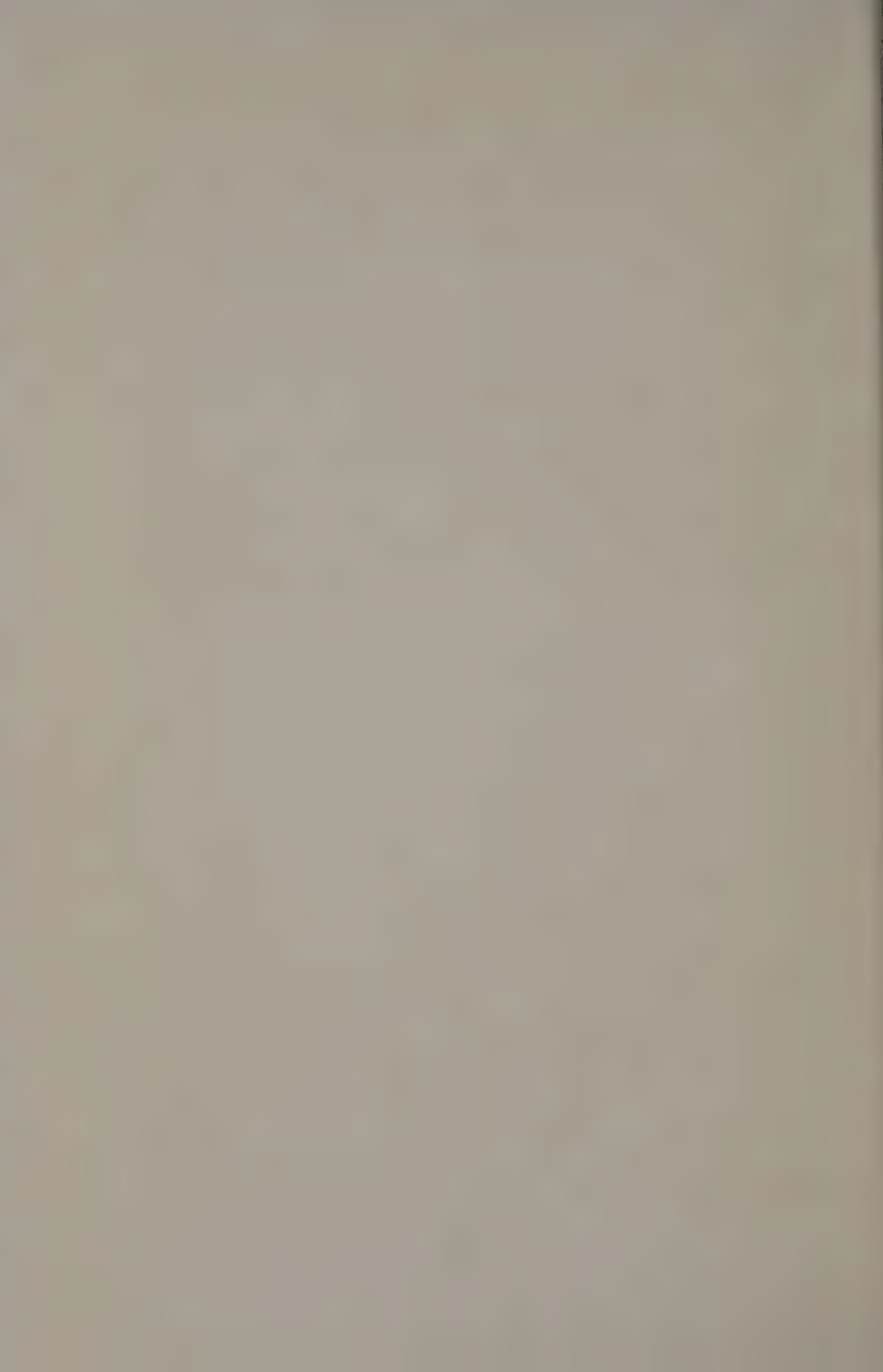


### MAIN STREET IN THE EARLY SIXTIES

Taken near the present location of the Y. M. C. A.

The valley of old Jordan is in the foreground.





The first class was graduated from Hamline University this year.

The Bank of Red Wing was established, the second in the new community. It was closed before the end of the year.

A storm on June 1st, blew over the steeple of the M. E. Church and practically demolished the structure, necessitating its almost complete rebuilding.

The license fee for the sale of intoxicating liquors was \$30.00 for a year or \$20.00 for six months. The saloon keepers considered this too high and asked for an annual fee of \$10.00, which was refused.

Benjamin Densmore was engaged to survey the town and establish grades.

The court house was completed during the summer and turned over to the county, but some time elapsed before it was furnished. The contractors were paid in bonds, many of which they were compelled to sell at all the way from fifty to ninety cents on the dollar.

A steam plow, designed by an ingenious citizen, was shown, but it never proved practical.

A real mania developed for gathering ginseng, and for a time it seemed the entire population was engaged in this pursuit. Barn Bluff furnished a large portion of the crop and many other places as well. The root was sold for ten cents a pound.

A second fire company was organized toward the close of the year with M. B. Lewis as foreman, W. E. Hawkins and W. H. Wellington as assistants, J. C. Hawes as treasurer. It was known as Torrent Engine Co., No. 1, and for seven years survived in hope of obtaining an engine; none forthcoming, it was disbanded.

The first Episcopal Church was consecrated in November.

## THE CIVIL WAR DECADE

♦ ♦ ♦ ♦ ♦

♦ 1860 ♦

♦ ♦ ♦ ♦ ♦

At the opening of 1860, the fire department appeared before the council with a request that quarters be provided for the Hook and Ladder truck they owned. As is usual in such cases, the matter was taken under consideration, but later in the year steps were taken to build an engine house on Third street, between Bush and Plum, the funds being provided by popular subscription. For a time the council chambers were located on the second floor of this building.

There was some talk at this time of an endeavor to open navigation on the Cannon River, but no steps to that end were taken for several years.

The Goodhue County Agricultural Society and Mechanics Institute was organized with Orrin Densmore as president and Fred Joss as secretary.

The Catholic Church was organized this year by Father F. Tissot.

The last of the county offices were moved into the court house early this year.

The first boat arriving on the opening of navigation contained one hundred settlers, headed for Wanamingo.

A war between the transportation companies reduced the fare from Red Wing to Chicago to \$6.50; Red Wing to Prairie du Chien, \$4.25.

A realistic description of a pioneer Red Wing hotel by Jane Grey Swisshelm, the picturesque editor of the St. Cloud Democrat, appears in that newspaper for May 3, 1860:

"The ground floor of the hotel, which was built in the side of a hill, consisted of a beer saloon. Leading to the second floor were open, wooden steps, one end of which was buried in the hill.

"From a rough porch with a loose board floor, we entered the ladies' parlor, which included a bedstead, covered by a blue and white yarn coverlet, and a bench lounge with hay cushion and calico cover, placed against a rough board partition, adorned



by alternate strips of two kinds of thin wall paper, torn from top to bottom at every space between the boards.

"On the other side of the partition there was a dining room furnished with two pine tables, some wooden bottom chairs, a cupboard, and no attempt at carpet. A shed at the rear served as a kitchen. Dark stairs led to sleeping quarters in the attic."

Mrs. Swisshelm stayed two nights at this hotel, and was impressed by the cordiality of the landlord and his family. "They freely tendered us the use of the family hair comb and hair brush—would no doubt have lent us their tooth brush if they had had one; and only charged one dollar per day for board."

A county Sunday School Association was organized in June, with Jabez Brooks as president and D. C. Hill as secretary.

The census taken showed Red Wing to have a population of 1,252, with 8,984 in Goodhue County.

Cricket became a popular sport. Several teams were organized and matches played throughout the summer. A few years later baseball succeeded as the summer sport.

Two organizations, semi-military and semi-political, were quite prominent in the affairs of the community at this time. The Red Wing Wide Awakes were really Republican and the Little Giants, Democrats.

Wheat yields of forty-five bushels to the acre were reported this season on the virgin soil.

At the November election, Lincoln polled 246 votes in the city and Douglas 134. In the county Holden and Minneola cast solid Republican votes, while Vasa and Central Point each registered one Democrat. Prominent speakers who had graced Red Wing with their presence during the campaign, included Wm. H. Seward and Wm. Windom.

County orders which had been quoted at fifty cents on the dollar in 1859 had risen in value to eighty-five cents.

An effort was made at this time to revive a project of building a railroad from Red Wing to the great bend of the Missouri river, the Red Wing & Missouri Valley Railroad having been chartered, but nothing came of it.

There were 353 children enrolled in the public schools.

The political campaign was an exceedingly lively one, as well before as after the nominating conventions. This was especially the case with the Republicans.

The main contest in the Republican convention was for the office of register of deeds, and the principal candidates for the office were: Matthew Sorin and T. B. McCord of Red Wing, Aaron G. Hudson of Florence, and C. C. Webster of Zumbrota. After several ballots had been taken, Mr. Webster was nominated, a result brought about by a combination of the friends of the nominee and those of Hudson and McCord. Mr. Sorin and his friends were terribly chagrined at the result, and in order to give public expression to their feelings, an "indignation meeting" was arranged for, to be held at the court house a few evenings later, at which Mr. Sorin was to be the principal speaker. His well known eloquence and ability as an orator could not but attract a large crowd, and the court room was filled to its utmost capacity, to see and hear what might take place.

The speaker was at his best, and the audience, both friend and foe, were richly entertained. He took up the case of one of his rivals for the nomination, who had "sold out" his delegates to Mr. Webster, and who happened to be at this time a young man. In sarcastic manner he referred to him as a mere cipher in the community, and concluded by asking: "Who is he, and what has he ever done for Goodhue County? He had not done so much as build a hen-coop. A man without a home, without a wife, and perhaps without a child."

Afterwards he referred to some other young men who had been somewhat conspicuous in bringing about his defeat, as he expressed it. A young man called Capt. Smithers, then a well known resident of Red Wing, supposing himself to be one of the persons alluded to, rose in his seat and asked, "Mr. Sorin, do you mean me?" The speaker stopped, straightened himself to his full height, and looking steadily at the captain, till every eye in the room turned upon him and perfect silence prevailed, he answered: "You, sir; no! I am on the descending grade, but haven't got down to you yet." Of course, everyone shouted at the reply; but it is doubtful if the answer was nearly as mortifying to the captain as was the fact that the speaker did not reach him during the remainder of his speech.

\* \* \* \* \*  
\* 1861 \*  
\* \* \* \* \*

The year 1861 was a momentous one in the annals of the little city. With sentiment throughout the nation thoroughly aroused because of the impending conflict, events all through the year centered more or less around that.

The outbreak of the war demonstrated a patriotism among the people of Red Wing which was surely excelled nowhere and equalled in but few places. When Sumter was fired on and the call went forth for troops to defend the Union, excitement was at a high pitch. President Lincoln's proclamation was issued on April 14, 1861, and on April 19, a public meeting was called in Red Wing for the organization of a company to take part in the war. The meeting was held at the court house and presided over by Judge Welch. W. S. Grow and C. H. Baker were vice presidents and M. Maginnis and L. F. Hubbard were secretaries. A committee on resolutions was appointed, consisting of L. F. Hubbard, Wm. Colvill, W. C. Williston, H. B. Wilson and Geo. Wilkinson. Stirring addresses were delivered by Chas. McClure, Matthew Sorin, W. C. Williston, B. F. Crary, Wm. Colvill, A. E. Welch, and others. Upwards of fifty responded to the call for volunteers. The story of this gathering is thus told by C. N. Akers:

"Wm. Colvill wrote his name for the Union Army at a meeting held at the court house immediately after the fall of Sumter. The state was then new and Red Wing a frontier town, but made up of representative men. They had at that time almost the only institution of learning in the northwest, west of the Mississippi, namely Hamline University. Among the residents of Red Wing at that time were Judge E. T. Wilder, a prince of lawyers; W. W. Phelps, an orator for any occasion; Judge Charles McClure, one of the sponsors at the birth of the Republican party, whose clarion voice and patriotic utterances were heard in the constitutional convention as well as many gatherings of a patriotic and religious nature in the early days; Jabez Brooks, profound scholar, who for many years held the chair of Greek in the state university; Edward Eggleston, professor at Hamline, and well known the nation over by his 'The Hoosier Schoolmaster.' Then, too, there was the Rev. Peter Akers, whose eloquence so impressed Abraham Lincoln with one of his anti-slavery sermons that he said, 'Mr. Akers is one of the most impressive preachers



I ever heard. Somehow I feel that I will have something to do with the abolition of slavery.' Col. Robert Ingersoll said that Lincoln's soul took fire on that occasion. Then, too, there was the Rev. Matthew Sorin, the idol of the rostrum. His words were flaming swords and set fire to all hearts. Of such men and scores of bright young fellows from the village and Hamline University, the meeting was made up. When the call came for volunteers at the close of the appeal, two young men rose and ran over the backs of the seats in their haste to get through the crowd. They were Edwards Welch and William Colvill. Welch slipped and fell on the last seat and in falling reached for the pen. But Colvill seized it saying, 'You are next, Ed.' Then followed many others."

By April 23, the company was fully recruited and ready for service, 114 men being enrolled, 14 more than necessary. As officers were chosen:

Captain - - - - - Wm. Colvill  
Lieutenants - A. E. Welch, M. A. Hoyt

On Saturday, April 27, the company left Red Wing on the steamer "Ocean Wave," bound for St. Paul, to be mustered into service. This organization became Company F of the First Minnesota.

Hardly was the organization of the first company completed, before a movement started for the organization of a second. This was completed on May 4, with these officers:

Captain - - - - - A. D. Whitney  
Lieutenants - E. L. Baker, Hans Mattson  
and J. F. Pingey

This company was later reorganized as Company I of the Second Minnesota, and mustered into service in July, with these officers:

Captain - - - - - John Foot  
Lieutenants - W. S. Grow, W. W. Wilson

In the fall, Hans Mattson offered his resignation as County Auditor in order to enlist in the service. The commissioners granted him a leave of absence instead of accepting his resignation, and he immediately organized a company, which became Company D of the Third Minnesota. The officers were:

Captain - - - - - Hans Mattson  
Lieutenant - L. K. Aaker, Olaf Liljegren

In 1864, Mr. Mattson became Colonel of the regiment.

Captain Clinton Gurnee raised a company at the same time with E. L. Baker and W. W. DeKay, transferred from companies previously formed, as lieutenants, which became Company E of the Third Minnesota.

In addition to the already named companies, Red Wing was largely represented in several other companies organized during the year.

The county commissioners were petitioned to make an appropriation of \$500.00 for the support of the Goodhue County volunteers during the time they were preparing and filling up their ranks, and for the support of their families during their absence. The sum of \$300.00 was appropriated at that time.

A committee of three was appointed to provide for the wants of volunteers and their families, and to expend the money, or as much thereof as they deemed necessary. The committee consisted of Judge W. H. Welch, Wm. Featherstone and Pascal Smith.

Frequent applications were made to the Board for appropriation for volunteers' purposes and in no case did the Board refuse to consider the application or grant relief asked.

Later the Board passed a resolution that each and every person be paid the sum of \$20.00 who shall enlist or re-enlist from this county.

The city organization was depleted because of the war. Mayor E. L. Baker, Councilmen M. S. Chamberlin and W. W. DeKay, and Recorder A. Edwards Welch all resigned to enter the service.

Here it is well to note that with a total population of less than 1,300 and a voting strength of less than 300, Red Wing furnished 285 men during the civil war, while the county as a whole, with 9,000 inhabitants, supplied 1,508. The county furnished one full company in the First Regiment, one in the Second, two in the Third and one in the Fourth, one in the Sixth, one in the Seventh and one in the Tenth, besides parts of others, and sharp shooters, artillerymen and cavalrymen.

Four packet companies were operating on the river this year, together having thirteen boats. In addition there were many independent boats.

Joshua Ashton started a factory for the manufacture of fanning mills this year which, for a time, was very successful.

A visitor of note to Red Wing in 1861 was Henry D. Thoreau, the philosopher of Walden. He came as one of that multitude of health seekers, accompanied by Horace Mann, a youthful botanist, and son of the famous educator of that time. In his diary, published later, he makes special reference to the grandeur of the scenery hereabouts, the remarkably isolated position of Barn Bluff, and lists a formidable line of botanical specimens he found hereabouts.

Liquor licenses were established at \$25.00 for a year, \$15.00 for six months, and \$10.00 for three months.

\* \* \* \* \*  
 \* 1862 \*  
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In January, 1862, L. F. Hubbard relinquished the editorship of the Goodhue County Republican to enter the war, organizing a company with A. A. Teele and Wm. Arkins as lieutenants. This was Company A of the Fifth Minnesota.

A washing machine factory was established this year by Vanstrom & Heath, but the enterprise did not prove successful.

Gustavus Adolphus College was established this year at Red Wing by Rev. E. Norelius, but maintained here only a year, being moved to West Union, and later to St. Peter.

D. C. Hill began the manufacture of sash and doors.

The German Lutheran Church was organized with Rev. F. Heyer as pastor.

While the previous year had shown an unusually high stage of water, this year was marked by an exceptionally low stage. It is claimed that the river was easily fordable at the head of Lake Pepin, and in several places between here and Prescott.

It was at the first battle of Corinth, in October, 1862, that the Fifth Minnesota regiment, under the leadership of Col. L. F. Hubbard, "closed the gap which saved the day at Corinth," according to the official report of that engagement. General Rosecrans, reporting on that engagement said: "Col. Mower had ordered the Fifth Minnesota to guard the bridge across the Ruscumbia, when with the remainder of the brigade he went to help Davies.



"Late in the evening Col. Hubbard brought up his regiment, and formed facing westward, on the Mobile & Ohio Railway, with its left near the depot, where they bivouacked for the night. On the next morning, when the enemy from the north assaulted our line and forced it back a few hundred yards into the edge of the town, Col. Hubbard, moving by his right flank, faced the coming storm from that quarter and by his promptitude anticipated General Stanley's order from me to use the reserves of his division in meeting the enemy's charge.

"He drove back the fragments of his columns, overtaking and bringing back some pieces, without horses, of our reserve artillery, which the enemy had seized, and covering the retiring of a battery which had gone too far to the front. Veterans could hardly have acted more opportunely and effectively than did the gallant Fifth Minnesota on that occasion."

During the summer months another militia company, styled the Union Rangers, was organized with W. W. Phelps as captain and C. L. Davis and W. B. Williams as lieutenants, which later became Company D of the Tenth Minnesota.

The Indian outbreak caused great uneasiness even though it was felt there was no danger locally.

Two companies were organized in Red Wing for service in the south and to join in quelling the outbreak, one, Company F of the Sixth Minnesota, with H. B. Wilson as captain and Geo. W. Parker and J. F. Pingrey as lieutenants, and the other, Company G of the Seventh Minnesota, with W. C. Williston as captain and Herman Betcher and Daniel Densmore as lieutenants. After the Indian uprising was put down, the companies went south to engage in the civil war.

The prosecution of the war, in which the local population was vitally interested, to the extent of furnishing men, and endeavoring to provide for the families of the absentees, were the main topics under consideration throughout the year.

One of the early firms in Red Wing was Brand and Bunch, and an attractive sign bearing this inscription attracted general notice. A. W. Pratt, a pioneer resident and an inveterate jokester, is charged with having changed the sign by adding y to Brand, changing B to P in Bunch, making the sign read "Brandy and Punch."

♦ ♦ ♦ ♦ ♦

♦ 1863 ♦

♦ ♦ ♦ ♦ ♦

Judge Wm. H. Welch died on January 2nd.

In March, 1863, the grain buyers reported having received 1,250,000 bushels of wheat since the preceding November, or an average of about 10,000 bushels a day. That represented many loads hauled, some of them long distances, in the majority of cases, by oxen.

A tax of \$2,000.00 was levied for purchasing sites and erecting school buldings.

A little later, the first railroad meeting was held in Red Wing in an endeavor to provide funds for a survey. Railroad communication had then been established as far west as La Crosse.

The first movement to secure communication with the Wisconsin shore, aside from skiffs, was inaugurated this year when Frank Ives organized a company to operate a ferry.

G. R. Sterling & Co., in which S. B. Foot was prominently interested, engaged extensively in the manufacture of boots and shoes.

S. S. Grannis, during the fall, built a steamboat 100 by 18 feet, with a cabin and side wheels so arranged that the manufacture of shingles was carried on while the boat was traveling,

After participating in the Indian campaign, Company G of the Seventh Minnesota, Capt. W. C. Williston in command, and Company D of the Tenth Minnesota, Capt. W. W. Phelps in command, departed for the south on October 8th. on the Northern Light.

The outstanding event in the war thus far was the Battle of Gettysburg, in which the First Minnesota, under Col. Colvill, enacted a major role.

It appears that two companies had been detached as skirmishers while the remaining eight companies, consisting of 262 men, were sent to the center of the line just vacated by Sickles' advance to support Battery C of the Fourth U. S. Artillery.

Of the memorable engagement an historian has written:

"No other troops were then near us, and we stood by the battery in full view of Sickles' troops in Peach Orchard, half a mile to the front. With gravest apprehension, we saw Sickles' men give way before the heavier forces of Longstreet and Hill, and come back slowly at first and rallying at short intervals, but at length broken, and in utter disorder, rushing down the slope across the low ground and up the slope on our side and past our position to the rear, followed by a strong force. There was no organized force to support them except our handful of two hundred and sixty-two men. Most soldiers in the face of the rear advance of such an over-powering force would have caught the panic and joined the retreating forces.

"But the First Minnesota had never yet retired without orders, nor deserted any post, and desperate as the situation seemed, and as it was, they stood firm against whatever might come.

"Just then General Hancock, with a single aide, rode up at full speed and for a moment vainly endeavored to rally Sickles' retreating forces. Reserves had been sent for but were too far away to hope to reach the critical position until it would be occupied by the enemy unless that enemy were stopped.

"Quickly leaving the fugitives, Hancock spurred to where we stood, calling out as he reached us, 'What regiment is this?'

"'First Minnesota,' replied Col. Colvill.

"'Charge those lines,' commanded Hancock.

"Every man realized in an instant what that order meant, death or wounds to us all—the sacrifice of the regiment to gain a few minutes' time and save the position, and probably the battlefield—and every man accepted the sacrifice, responding to Colvill's orders rapidly given.

"The regiment in perfect line, with arms at right shoulder shift, was in a moment sweeping down the slope directly upon the enemy's centre. No hesitation, no stopping to fire, though the men fell fast at every stride, before the concentrated fire of the whole Confederate force directed on us as soon as the movement was observed.

"Silently, without orders, and almost from the start, double quick had changed to utmost speed; for in utmost speed lay the only hope that any of us would pass through that storm of lead and strike the enemy.



"'Charge!' shouted Colvill as we neared their first line; and with leveled bayonets at full speed, we rushed upon it; fortunately it was slightly disordered in crossing a dry run at the foot of the slope.

"The men were never made who will stand against leveled bayonets coming with such momentum and evident desperation. The first line broke as we reached it, and rushed back to the second line, stopping the whole advance.

"We then poured in our first fire and availing ourselves of such shelter as the low bank of the dry brook afforded, held the entire force at bay for a considerable time, and until our reserves appeared on the ridge we had left.

"Had the enemy rallied quickly to a counter-charge its great number would have crushed us in a moment. But the ferocity of our onset seemed to paralyze them for the time, and although they poured upon us terrible and continuous fire from the front and enveloping our flanks, they kept at respectful distance from our bayonets, until before the added fire of our fresh reserves, they began to retire, and we were ordered back.

"What Hancock had given us to do was done thoroughly, the regiment had stopped the enemy, held back its mighty force and saved the position.

"But at what a sacrifice! Nearly every officer was dead or lay weltering with bloody wounds, our gallant colonel and every field officer among them. Of the 262 men who made the charge, 215 lay upon the field stricken down by the rebel bullets; 47 were still in line and not a man was missing."

General Hancock in speaking of this charge is reported to have said:

"There is no more gallant deed recorded in history. I ordered those men in there because I saw I must gain five minutes' time. Reinforcements were coming on the run, but I knew before they could reach the threatened point, the Confederates, unless checked, would seize the position. I would have ordered that regiment in if I had known that every man would be killed. It had to be done, and I was glad to find such a gallant body of men at hand willing to make the terrible sacrifice that the occasion demanded."

President Coolidge paid the following tribute to Col. Colvill and the First Minnesota:

"The story of Col. William Colvill and the first Minnesota Volunteer Infantry is too well known to need extended repetition.

"In all the history of warfare the charge at Gettysburg has few, if any, equals and no superiors. It was an exhibition of the most exalted heroism against an apparently insuperable antagonist. Holding the Confederate forces in check until other reserves came up, it probably saved the Union Army from defeat. What that defeat would have meant to the North no one can tell. Washington, Philadelphia, New York, and the whole heart of the North would have been lost. So far as human judgment can determine, Colonel Colvill, and those eight companies of the First Minnesota, are entitled to rank among the saviors of their country."

Deer were seen near Red Wing, several being killed along the Trimbelle.

A pork packing establishment was started by Seager & Hoyt.

The long continuance of the war necessitated a draft, if the necessary troops were to be provided. In this draft, Red Wing's quota was 215 and that of the county 942. In December, Red Wing reported enlistments of 256, or 41 more than its quota. Goodhue County ranked fifth in population at the time, but third in the state in enlistments.

\* \* \* \* \*  
\* 1864 \*  
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Early in 1864 was made the first attempt at an organization of the business men. The Red Wing Mercantile Association was formed with G. C. Dickinson as chairman and J. A. Marvin as secretary.

Major A. E. Welch died at Nashville on February 2nd, and was buried at Red Wing on February 8th, the occasion of an outpouring of practically the entire population of the city.

The organization of the first Norwegian Lutheran Church took place, soon afterwards, an edifice being erected at Sixth and Bush streets. Rev. B. J. Muus was the first pastor.

The return of the First Regiment on February 13th, and of Companies A, D and F of the Third Regiment on February 19th, was signalized by special celebrations.

Oakwood cemetery was platted, after having been already utilized as a burying ground for more than ten years.

S. J. Willard was elected county auditor, in which capacity he served until 1882.

On March 18th, boats were running to the head of the lake and teams were still crossing Lake Pepin on the ice. The first boat did not succeed in getting through the lake until April 15th.

This was the second year of the draft to fill the army and there was considerable difficulty in connection therewith in some localities. However, as Red Wing had by this time been credited with 280 enlistments, far more than its quota, there was no special concern in the city.

The council estimated the expenses for the year at \$3,000.00 and decided to borrow \$1,500.00 at once, at twelve per cent, to meet immediate needs.

Wheat was selling at \$1.50 a bushel.

The first annual fair of the Goodhue County Agricultural Society and Mechanics Institute was held this year in October, and combined with it was held the annual fair of the State Agricultural Society. It was a great success. The fair grounds were located on the present site of the State Training School.

During the state and county fair a saloon was opened on Barn Bluff to quench the thirst of the visitors to the city who climbed the bluff.

A movement was inaugurated to make Red Wing the permanent capital of Minnesota, its re-location being again agitated. It was contended that Red Wing was the real head of navigation on the Mississippi. Like so many other projects, however, it "died abornin."

The lack of a gold standard at this time led to material fluctuations in values. One week gold was quoted at \$2.40, and wheat at \$1.75, three weeks later gold was down to \$2.10, and wheat to \$1.10.

The German Lutheran Cemetery, west of the city, was laid out.

Chinch bugs made their first appearance in the wheat fields, but it was not until many years later that they did much damage.

A sorghum mill was built and put into operation and sorghum sugar produced in considerable quantities.



Charles McClure was elected judge of district court, a position he held for seven years.

This was the beginning of the era of hoop skirts, which the editor of the Republican termed "double elliptic spring skirts." He did not feel competent to describe the construction or the principle of it. "It does the work to perfection as one cannot help but take notice of the dimishing amount of stocking, etc., visible in the promenaders. Fashion has established one hundred and twenty inches as a legitimate standard of dimensions." And as a presentation of the merits of one of these contrivances for the adornment of the gentler sex, read this description:

"The wonderful flexibility and great comfort and pleasure to any lady wearing the Duplex Elliptic Skirt will be experienced particularly in all crowded assemblies, operas, carriages, railroad cars, church pews, arm chairs, for promenade and house dress, as the skirt can be folded when in use to occupy a small place as easily and conveniently as a silk or muslin dress, an invaluable quality in crinoline, not found in any single spring skirt.

"A lady having enjoyed the pleasure, comfort and great convenience of wearing the Duplex Elliptic Steel Spring Skirt for a single day will never afterwards willingly dispense with their use. For children, misses and young ladies they are superior to all others.

"They will not bend or break like the single spring, but will preserve their perfect and graceful shape when three or four ordinary skirts will have been thrown aside as useless. The hoops are covered with double and twisted thread, and the bottom rods are not only double springs, but twice (or double) covered, preventing them from wearing when dragging down stoops, stairs, etc."

On November 14th, the wagon shop of Lovgren & Peterson, located on Fifth street, was destroyed by fire, entailing a loss of \$15,000.00, with no insurance, the heaviest fire loss at one time to date in the history of the city.

At the general election Lincoln received 346 votes for president, and McClellan 164; in the county, Lincoln, 1,866; McClellan, 346.

The financial condition of the city was none too good, with liabilities of \$40,392.88, and assets of \$28,887.92, of which \$14,065.76 was unpaid taxes.

Local talent was enlisted in providing a series of lectures during the winter season, one each week. Participating were W. W. Phelps, Rev. S. H. Smith, Rev. Peter Akers, C. C. Webster, Dr. E. E. Edwards, Dr. Jabez Brooks, Rev. J. W. Hancock, Warren Bristol, E. T. Wilder, Frank Ives, Dr. F. A. Williamson and Chas. McClure.

There was the same difficulty in these pioneer days with trusts and combinations which we have found in all subsequent periods. The charge was made that a combination existed between the larger Packet lines and the Wisconsin railroads whereby high rates were sustained. Independent boats could make no reasonable terms with the railroads with the consequence, it was claimed, that during this season, at least \$125,000 excessive transportation charges were collected on wheat alone shipped from Red Wing. The county board memorialized the state to petition Wisconsin to put an end to the monopoly, but nothing came of it.

Our neighbors in Featherstone organized a Vigilance Committee to prevent depredations, officered by seven detectives.

Old Jordan was still an eye-sore and one plan advanced for its improvement was building a dam at Main street and creating a lake from there on up to Fifth and Plum, which it was claimed would have a depth of eight feet.

\*\*\*\*\*  
\* 1865 \*  
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The close of the civil war naturally was most joyful intelligence to the people of Red Wing although the gratification that the struggle was over was lessened materially by the assassination of President Lincoln.

It is but just to enumerate here the commissioned officers in this great struggle who came from Red Wing:

Brigadier Generals: L. F. Hubbard, Wm. Colvill, R. N. McLaren.

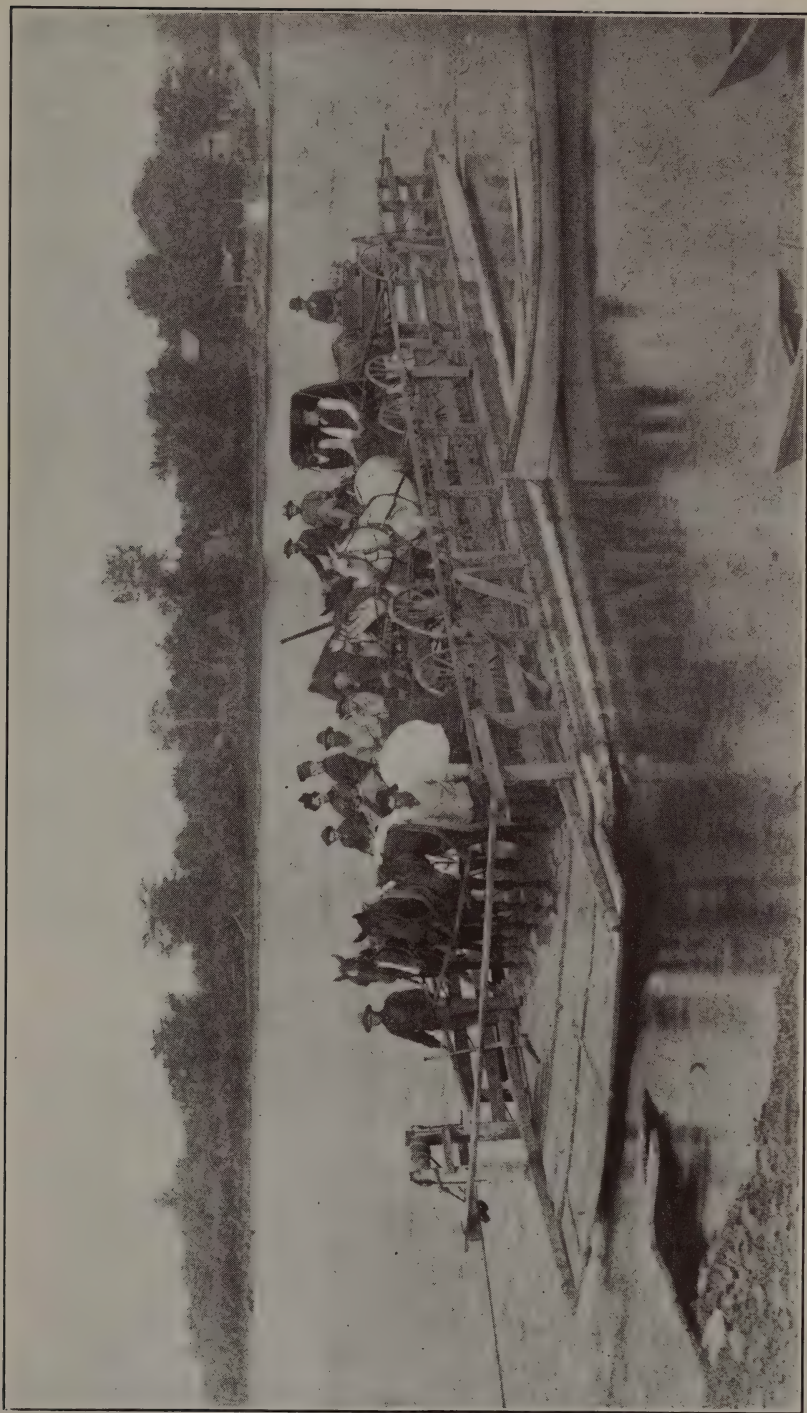
Colonel: Hans Mattson.

Lieutenant Colonel: Daniel Densmore.

Majors: Martin Maginnis, F. E. Miller, A. E. Welch.

Adjutant: W. F. Cross.

Chaplain: Chauncey Hobart.



### THE OLD FERRY

Which plied the waters of the Mississippi before the days of the wagon bridge.





Captains: Wm. Arkins, E. L. Baker, Herman Betcher, W. W. DeKay, B. Densmore, C. L. Davis, N. H. Dorsey, John Foot, A. A. Teele, A. Wright, H. B. Wilson, W. C. Williston, W. W. Phelps.

Lieutenants: H. T. Bevans, M. Comstock, W. S. Grow, H. A. McConnell, John Vanstrom, C. L. Littlefield, J. F. Pingrey, G. W. Parker, H. Bruce, W. B. Williams.

All through the season the community was busy welcoming war veterans.

A soldiers monument was proposed, the realization of which was not consummated for more than fifty years.

One of the outstanding events of 1865 was the attempt to inaugurate the Cannon River Slack Water Navigation Company, by a company organized with W. W. Phelps as president.

It was a proposal of no small proportions, contemplating the connection of the Minnesota river with the Mississippi by canal and slack water navigation, along the LeSueur and Cannon rivers, and the intervening chains of lakes. From Mankato to Northfield, fifteen locks, with from six to eight feet fall would be required, while from Cannon Falls to Red Wing there would be thirteen six-foot dams and locks before entering the Mississippi.

The ferry communication with Wisconsin up to this time had included two trips daily by steamboat between Red Wing and Trenton. The boat left Red Wing at eight o'clock, arriving at Trenton at ten, and returning here at twelve. In the afternoon the boat left at three o'clock, arriving at Trenton at five, and returning here at seven.

About this time, two ferry flats, operated on cables, were provided to cross the two river channels, and a primitive road was constructed across the island between them. In high water this road was flooded and could not be used.

A Red Wing resident bought a boiler at Wacouta, and the problem presented itself of how to bring it to Red Wing. An old pioneer offered to undertake the task in an original way. He corked up all the openings, placed the boiler in the river and floated it to its destination, despite all predictions that it would sink.

For the first time in the history of the city a night policeman was provided.

The sum of \$1,000 was raised to assist in providing a railroad survey. It was later refunded to the subscribers by the city.

At a school meeting it was decided to erect a school building with four rooms on the first floor and two rooms and a hall above. This project materialized in the building of the old Central School building on the site of the present high school building. A \$10,000 bond issue was made to erect the building.

The Red Wing Bank was second in the amount of specie on hand of all the banks in the state. Later in the season it was sold to T. B. Sheldon, J. M. Hodgman, John Friedrich, Jesse McIntire and T. K. Simmons, who organized the First National Bank. A statement of the bank at this time showed \$122,000 deposits and \$173,000 assets.

On March 10, there were three million bushels of grain on storage in Red Wing, representing an average cost of \$1.10 per bushel, and at least 25,000 bushels more were expected by the opening of navigation.

Fishermen will be interested to learn that a fishing trip of a day and a half on Lost creek, over in Pierce County, yielded six hundred good sized trout.

On May 19, the saw mill of Howe, Daniels & Co. was destroyed by fire, and on June 18, the Teepetonka Hotel burned to the ground. This hotel stood on the corner of Main and Bush streets and it was only as a result of almost superhuman efforts on the part of the firemen and citizens that a general conflagration was prevented.

The firemen were disheartened because they had not been supplied with adequate fire fighting apparatus and resigned in a body. On assurance that apparatus would be furnished in September, the Cataract Engine Co. was organized with W. E. Hawkins as foreman, A. Wright, J. A. Woodbury, B. C. Stephens and John Winter as assistants, J. A. Wright as secretary, and T. J. Clark as treasurer.

As is usually the case in such matters, the authorities were very deliberate about taking action, due no doubt in a large measure, to the lack of funds. Among other proposals made was the building of two large tanks on Barn bluff with mains leading to the business section. This plan, it was claimed, could be carried out for an expense not exceeding \$10,000 and would obviate the necessity of purchasing fire apparatus, as the height



of the tanks would provide sufficient pressure to make unnecessary the use of any other pressure. In a measure, this same plan was followed when the water works were finally provided, nearly twenty years later, in the first reservoir built on Sorin's bluff.

Later it was reported to the council that two excellent hand fire engines with two two-wheeled hose carts could be purchased from Springfield, Mass. for \$1,050. The deal was made and the city gave its notes for the purchase price, one half in each of the two following years, interest twelve per cent.

This was the first real fire fighting equipment provided for the city.

The census gave Red Wing a population of 2,348 and the county 14,826.

Two questions which were very prominent at this time were the acquiring of railroad facilities and the improvement of the river. As is often the case in such matters there was much talk and little action.

The establishment of the wagon and carriage shop of M. Kappel is noted as an event of more than passing interest.

As an addenda of the Civil War it might be stated that Red Wing not only furnished more men, in proportion to its size, than did any city in the state, but also provided better for the wants of the needy families of soldiers. At one time \$750 was raised for this purpose in two days.

\* \* \* \* \*  
\* 1866 \*  
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At the opening of 1866, it was reported that the city had shipped 1,300,000 bushels of wheat the previous season.

Anti-monopoly talk was strong at this time as it has been on recurring occasions ever since. A strong local organization was formed to further that end and a state organization of formidable proportions, but neither one seemed effective in accomplishing very much.

The year witnessed the establishment of the Red Wing Iron Works, by Benjamin and Daniel Densmore, an industry carried on to this day by Harry C. Cook.

St. Peter's Norwegian Lutheran Church was organized with Rev. O. Hanson as pastor.

At the mayoralty election Wm. Howe defeated E. L. Baker, receiving 303 votes to the latter's 295.

Under date of March 15, the regular weekly papers contained notices headed, "Oil well in Red Wing!" "Steady flow of Petroleum!" "A joint stock company organized," etc. The facts in the case were, that a party of men had been engaged in digging for water for household purposes in the eastern part of the village, between Barn and Sorin bluffs. They found water twenty feet below the surface, but not sufficient in quantity for the purpose required. Consequently they continued to dig deeper. The next morning, after having found water, they commenced dipping out that which had run in during the night. Immediately the strong odor of petroleum was realized; but they kept on digging. And the next morning the same thing happened. There was clear evidence of oil on the water before it was stirred. A portion was saved for visitors to smell during the day. Every morning, for several days in succession, some signs of oil were apparent in the water drawn out of that well.

A joint stock company was actually organized. The stock was all taken, officers chosen, and the operations commenced. There were some doubting Thomases, however, who would wait for a clearer view.

So after the news had gone abroad in the papers under the head lines, "Steady flow of petroleum in East Red Wing," and almost everybody seemed to have oil on the brain, the doubters set a watch over the famous well during the dark and black night. And when the stillness of midnight had settled down upon all around, behold the soft light of an old-fashioned tin lantern drew gently near the mouth of the well. The watchers soon seized hold of the midnight light bearer and found in his possession a tin can of kerosene oil!!! It is hardly necessary to add that the Red Wing oil company's office was closed very soon. The expenses of the company had amounted to only about twenty-five dollars when the business wound up.

There was a short paragraph in the papers the following week, headed, "The oil well a sell!" which gave the report of the night watchmen.

A local Board of Health was established.

Bored wells were being introduced at this time, overcoming the great handicap to settlement on the prairie uplands, because of the scarcity of water. They were secured by driving a pipe of iron into the ground until water was reached, when a pump was attached at the upper end. In principle, the operation was much the same as is followed in the artesian wells of the present day.

The carriage plow, the first idea along the line of a sulky plow of today, was being introduced.

Prize drawings were much in vogue. In reality they were simply lotteries, and the fascination of securing something for little or nothing was no less strong in those days than it is at present. In some cases as high as \$1,000 in prizes was awarded to those who held the lucky numbers. In one instance, the capital prize was \$100 in greenbacks.

Horse racing was a popular sport on the fair grounds.

On September 4, the new school was dedicated, with an address by Rev. E. R. Welles.

A Grand Army Post was organized, but for some unknown reason did not prosper and was discontinued.

This year Col. Colvill was elected Attorney General of Minnesota, in which capacity he served two years.

The days of the covered wagon are frequently referred to now but probably very few of the present day have any clear conception as to what those outfits really were.

Through Red Wing in the fifties and sixties there often passed long trains, presenting a striking appearance as they wended their way across the new country. The wagons usually contained, in addition to the family, the household goods of the mover and to the rear end of the equipage was often lashed a chicken coop or bulky utensils too large for housing under cover. The driver used a whip sufficiently long to enable him to reach the lead horses even when sitting on the seat of the wagon. These drivers were a living proof of what practice will do toward the development of the voice. They had, by constant cultivation, strengthened their vocal cords and increased the volume of their voice so that they could emit a yell or bellow which could be heard more than half a mile away. The covered wagon was the home and sleeping apartment of the women and children, while the male members would find a bed underneath the vehicle or near by on the ground.



The cooking was done over an open fire in true soldier-like fashion. The camp presented the appearance of a military encampment in all its essentials.

The summer months were the season for moving, the majority of the outfit going forward from May to September.

An ordinance was put in force forbidding the saloons to open on Sunday. Another ordinance forbade one team passing another on the street at a greater speed than eight miles an hour. It was also forbidden to hitch a horse to a tree or to a lamp post.

♦ ♦ ♦ ♦ ♦  
♦ 1867 ♦  
♦ ♦ ♦ ♦ ♦

The year witnessed a great building boom in the city. Numerous brick blocks were erected, among them the Music Hall block, at Main and Plum, then the finest block in the city. Geo. Reichert started his cooper shop and Kayser & Wettstein began the manufacture of furniture on Third street, between Dakota and Fulton.

Freight rates from Chicago to Red Wing were announced as \$1.10 per hundred, first class.

A report on the proposed Cannon River Slack Water navigation project placed its cost at about \$2,500,000 for the eighty miles to be covered. This rather put a damper on the project, as the progress of railroad building caused the majority to look to that end for transportation facilities.

Wheat raising was now becoming the leading industry in the surrounding country, and it was about this time that we find the first introduction of wheat futures, of which James Marshall, one of the leading buyers, is credited with having made the first transaction. Here is Mr. Marshall's explanation in his own words of the origin of this system:

"I remember that we were paying the farmers \$1.80 a bushel for wheat at Red Wing. Navigation on the river was about to close. There would be no way that we could get the wheat down again until spring. Farmers would, of course, come into town in the winter, when the sleighing was good, with wheat on their sleds, and we would want to buy it. But there would be no way of selling it again until spring, and we had no idea what wheat would be worth then in Milwaukee, which was at the time

the big market, and so the price of wheat at river towns was 40 cents a bushel lower after the last boat went down the river for the season.

"Right then and there was born the first thought of wheat futures. The grain buyers on the west bank of the Mississippi river wanted some way to finance the wheat that would come to them in the winter. We made a trade with a Chicago house that was a grain exporter, they agreeing to take the wheat for delivery in May of the next year. That was a sale of 'May wheat,' just as it would be today. We bought the wheat that the farmers brought in and sold it for May delivery, the Chicago or Milwaukee people that bought it for May delivery sold it in turn to millers, or for export, in May, and future markets had come to exist."

In those days before the railroad came, when Red Wing, in common with every other town of any importance, depended mainly on the river for its commercial and, in a measure, even its social contacts with other points, the opening of navigation was a momentous occasion. Long before the ice had gone out of Lake Pepin, which was usually the obstacle, throngs assembled at the various corners around town and made wagers on the time of opening, discussed the possibilities from every angle, and looked forward with keenest anticipation to the day when they might once more deal with the outside world with comfort and ease for those times. Anxious friends awaited impatiently for the beloved ones who might be coming, merchants worried over business affairs, delayed by the non-arrival of goods; in fact, every one was under more or less of a tension. For hours, sometimes days, before the first arrival, Barn bluff was the scene of expectant gazers down the river, anxious to catch the first glimpse of an approaching boat and impart the good news to the impatient throng waiting below. Then would come the welcome news that a boat was in sight, the event would be heralded by the ringing of bells, and the population would gather on the levee almost to a man to welcome the landing. It was the signal of new life in the community, a resurrection from the dormant stage which had prevailed throughout the winter. It was the happiest day of the year.

At this time too, when the season of navigation closed, the only means of communication with the outside world was the old time stage coach, which is now only a memory. On these coaches four horses were generally used, but when the roads

were unusually heavy, the number generally was increased to six. The horses were changed every twenty or twenty-five miles, at Lake City, Red Wing, Hastings, and on to St. Paul, and they were kept traveling at as stiff a pace as they could stand. The stage had accommodations for six people inside, three riding forward and three backward. The body was hung on the chassis by heavy leather straps which were attached to huge springs. To many, the sway and dip of the vehicle was disconcerting, to say the least. Outside on the high seat sat the driver and the postman, the man who guarded the U. S. mail. He always carried a huge revolver in his belt. These men were strapped in their seats. It was invariably with a flourish that the outfit drew up in front of the Metropolitan hotel.

One bitterly cold day in the winter of 1867, when the wind roared down from the northwest, and the long Wacouta valley gave an ugly sting to all who travelled westward, the horses were kept on the jump and the two men on the front seat sat silently huddled in their buffalo coats endeavoring to obtain whatever protection they could. The stage swung into town and up in front of the Metropolitan hotel where the barber, Barney Fields, came out with a lantern to greet them. The postman jumped down but there was no response from the driver, even when they called to him. They finally removed him from the seat and found he had frozen to death in the bitter cold and the horses had brought the stage in without guidance.

From this year dates the first appearance of Hon. W. H. Putnam in Red Wing. For more than sixty years he maintained an active connection with Red Wing's interests, during more than fifty of which he was actively engaged in banking. It has been in his interest in the manufacturing industries of the city and his service on the board of education and in the legislature and in all civic matters that he has been especially effective. Many of the Red Wing enterprises today owe their existence in no small part to his active support and participation in their affairs.

John Friedrich was this year the Democratic candidate for State Treasurer. He was defeated but received a splendid vote in Goodhue County.

Dogs were becoming a nuisance so an anti-cur club was organized.

An income tax at this time to help defray the expenses of the Civil War revealed some interesting information. There were



342 places of business taxed in Red Wing. The retail dealers led, numbering 54, and next came the liquor dealers of whom there were 44. The government representatives found 87 watches, 71 carriages, and 27 pianos in Red Wing subject to taxation.

Between five and six hundred immigrants arrived in Red Wing this season.

Baseball was a real game in those days. In one contest between Red Wing and St. Paul the score was fifty-two to thirty-four.

A Turner Society was organized with Wm. Eisenbrand as president and F. Busch as secretary.

A quoit club was among the new organizations of the summer.

The first murder recorded in Red Wing occurred this year when Alex Sipes killed Michael Sweney in an altercation. Both were what are generally termed undesirable citizens.

A Fenian brotherhood was organized here with a large membership to further the cause of freeing Ireland.

The first board of trade in Red Wing was organized with these officers: T. B. Sheldon, president; H. C. Hoffman, vice president; L. F. Hubbard, secretary; F. R. Sterrett, treasurer.

Col. Colvill was the Democratic candidate for congressman this year, but met with defeat.

W. P. Hood was superintendent of the schools, with an enrollment of 451. The classes ranged from 50 to 78 pupils each.

A wharfage ordinance was put in effect. Any steamboat, barge or other vessel landing or anchoring at, or in front of, any public wharf or landing was assessed two dollars for each landing. As there were more than one hundred boats on the river at this time, nearly all stopping at Red Wing, the city derived a large income from this source for a number of years.

The Red Wing Oil and Mining Co. was a venture which attracted general interest in the community at this time. Organized with a capital of \$100,000, the company purchased oil territory in the then rich petroleum district at Petrolia, near Sarnia, in the province of lower Canada. Six acres were included in the holdings, and several wells sunk which yielded a considerable quantity of oil. Development work continued for several years when, for some unknown reason, the project was abandoned. The

company was officered by Red Wing residents, T. B. Sheldon being president; W. P. Brown, vice president; Thomas F. Towne, secretary; and Jessie McIntire, treasurer.

A pump factory was established which did a thriving business for a time.

A telegraph line was built through Red Wing from the East, providing quick communication with the larger centers.

At the election, 707 votes were cast, which was a record.

The building record for the year totaled more than \$150,000, of which \$81,000 was for business blocks and \$70,000 for residences.

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The Northern Line placed thirteen boats in service on the upper river this year and the Northwestern Line, eight boats.

Three stage lines were making daily trips between St. Paul and La Crosse.

At a meeting early in the year, \$14,000 was pledged toward the building of a new Episcopal church and it was decided to build an edifice costing at least \$20,000.

For the income tax then levied, fifty-two were reported in Red Wing having incomes of more than \$1,000, the highest being \$8,800.

This year marks the admission to the bar of Hon. Frank M. Wilson, pioneer, scholar, leading attorney and legislator. Soon after his admission to practice law, he located at Ellsworth, Wisconsin, where he remained about a year and a half. In 1870 he removed to Lake City, where he remained about five years. In 1875 he returned to Red Wing where he has been an honored citizen ever since. He was engaged actively in the practice of law here for fifty-five years, and was among the leading members of the bar during that entire period. He served as city and county attorney and in the legislature. Brilliant as an orator, of splendid legal attainments, kindly, sympathetic by nature, he has been an outstanding figure in the community.

A novel sewer was constructed on Plum street. Some merchants found water in their cellars, so one drilled through the rock floor and at a depth of thirty feet found a bed of pure

sand. The water rapidly disappeared in the sand and others adopted the same sewage system.

On the proposal to give women suffrage in certain matters, the county voted: 1,685 aye, 952 nay. The proposition was defeated in the state.

Calvary Cemetery of the Roman Catholic Church was laid out and first used.

The steamboat, Nellie Sheldon, was built to expedite traffic with Wisconsin, traveling from Red Wing to Trenton and Diamond Bluff, and also making trips to Bay City. David Hancock was captain and J. C. Hawes, pilot. This boat could carry four teams with wagons. It was a side wheeler. In high water they would go through cuts and thus materially shorten the distance to the Wisconsin mainland, making a far easier route than to cross the main channel of the river here, follow a corduroy road, often overflowed, across the island, and then make another ferry crossing to arrive at the Wisconsin mainland. The operation of the boat did not prove practical, however, and later in the season its use was discontinued, and resort again made to the two ferries as a means of communication with our Wisconsin neighbors.

As part of the changing geography of our city, we should remember Jordan creek was still a factor in the community. At certain seasons it was of sufficient width at the mouth to permit the Nellie Sheldon to harbor where the Milwaukee passenger depot now stands.

This year marked the organization of a Y. M. C. A. in Red Wing with seventy members. It flourished for several years and then was discontinued.

A baseball game at Red Wing, between Red Wing and Lake City, showed a score of sixty-nine to fifty-five in favor of Lake City; time of game, five hours.

In the fall, the Bank of Pierce, Simmons & Co. was organized, later succeeded by the Security Bank and Trust Co., and the present Red Wing National Bank and Trust Co.

Two Republican congressional candidates were put in the field as the result of a split, one Gen. L. F. Hubbard and the other, Ignatius Donnelly. In the interests of harmony, Gen. Hubbard withdrew.

The Swedish Mission Church was organized with Nels Sylvander as president.



The city this year expended \$5,000 on improving the levee, building wharfs and sheds. Of this sum, interested property owners advanced \$2,930 and to these the city gave city orders payable when funds were available, bearing twelve per cent interest. At the same time the city received a county order for \$355.00 for aid in building a bridge across Hay Creek, and the treasurer was instructed to find a purchaser for the order at ninety cents. Whether or not he succeeded in doing so remains unrecorded.

Liquor licenses were \$100.00.

The Baptists began the erection of a church edifice on East Avenue, at the rear of the present site of the Auditorium, estimated to cost \$5,000.

The Ocean Wave burned at Frontenac on June 4th.

Of a total personal property tax of \$8,095.35 in Red Wing, Friedrich & Kempe paid \$673.16, far leading all others.

Three deaths from sunstroke in the county were recorded in July.

Eighty acre farms were selling at from \$300 to \$1,000, depending on the improvements. Eighty-six new farm homes were built in Goodhue County this season.

This year really marks the establishment of the stoneware industry in Red Wing. F. F. Philleo, after several trials, finally found a potter's clay which would produce satisfactory results and "he displayed a large and varied assortment of jugs, crocks, jars, pickle jars, flower pots, hanging baskets of all sizes and dimensions and of as good a quality and of as lasting a style as any made in the country. Mr. Philleo says he intends to commence the manufacture of this ware on an extensive scale at once as this is the first bed of pottery clay as yet discovered in the state, so far as he knows. His samples are in the second story of his building on Main street, over Olson & Busch."

Several new publications appeared in Red Wing at this time. T. B. Franklin began the issue of "Svenska Minnesota Bladet," and Harrison Lowater established "Our Friend and Companion," a literary and agricultural publication, and also "The Good Templar," the organ of the Independent Order of Good Templars of the state. All were short lived.

A lawsuit originally involving twelve dollars had now reached the state supreme court and more than two hundred dollars in costs checked up.

The organization of Svea Society, for more than half a century a leading social organization, dates from this year.

The wheat receipts during the last week in September, totalled 63,847 bushels and for the month, 180,957 bushels. Two September days showed 13,231 and 22,193 bushels respectively. Figure forty bushels as a large load and you have more than four thousand farmers' loads marketed during the month.

This was an exciting political year with Gen. U. S. Grant as the Republican candidate for president. As Grant in his younger days had been a tanner, Republicans in Red Wing organized a Tanner's Club with a uniform including a glazed cap with red, white and blue band, oil skin cape and sheep skin apron. At one rally in Red Wing there were eight outside speakers, headed by Senator Ramsey and Hon. C. K. Davis.

At the election, Red Wing gave Grant 562 votes, while Seymour received 203. In the county the vote was: Grant, 2,885; Seymour, 929.

Justice Frank Ives accepted a promissory note in lieu of cash from a culprit whom he fined. There was considerable talk about it, but as Mark Twain once remarked about the weather, "no one seemed to do anything about it."

The season saw sixty-three dwellings and thirteen stores added to the tangible property of Red Wing, costing more than \$200,000. Cogel & Betcher also built a new saw mill at an outlay of \$20,000.

The Swedish Lutheran Church was completed and occupied.

Toward the close of this year began real active agitation for a railroad. A line was planned along the river to which Red Wing was asked to give a bonus of \$100,000. Mass meetings were held and the usual arguments advanced in favor of and against the proposal and a long drawn out controversy ensued before the question was finally brought to a vote.

The Society of Christian Disciples, the Disciples of Christ today, who possessed a church at Frontenac, erected by Sara Belle McLean, widow of Justice McLean, of the U. S. Supreme Court, who made her home there, were planning a college at that point for which subscriptions totaling \$15,000 were obtained. The project never materialized, however.

♦ ♦ ♦ ♦ ♦  
♦ 1869 ♦  
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Early in this year occurred the first organization of an Historical Society, with these officers: J. W. Hancock, president; Jabez Brooks and F. A. Williamson, vice presidents; E. J. Hodgson, secretary; R. Deakin, treasurer; B. B. Herbert, librarian; H. B. Wilson, Frank Ives and H. E. Johnson, managers.

On March 4, were held the last commencement exercises of Hamline University, while this institution was located at Red Wing. The trustees decided that in view of the financial situation, it was no longer wise to continue to operate the school at Red Wing, and to the regret of the school authorities and citizens alike, the institution was closed. A number of years later it was re-located at St. Paul, and reopened.

With the closing of Hamline University at Red Wing, a short account of its record while located here will not be amiss. It was the pioneer institution of higher learning in Minnesota. During the fifteen years it was located here it had two presidents, Jabez Brooks, afterwards for many years connected with the State University, and B. F. Crary. Dr. Brooks resigned in 1857, being then succeeded by Dr. Crary, who served until 1861, when Dr. Brooks again took the reins and remained in charge for the remainder of the period the school was here. Dr. Brooks started with a salary of \$550, but a good part of this was paid in produce. Students frequently paid their tuition by boarding the professors. On one occasion, it is said, the faculty had to divide a single sack of flour. They carried their shares home after dark to prevent the students from knowing the truth about the financial circumstances. The school started with two instructors, Dr. Brooks and Emily Sorin, and was little more than a preparatory school then. Prof. H. B. Wilson was an important addition to the faculty, as was Rev. Peter Akers, southern born, but a fiery abolitionist. The Hamline Law School was started in 1857 in charge of Charles McClure. Later, several business courses were added. Nearly five hundred students attended between 1854 and 1869. Twenty-two were graduated, with two or three receiving diplomas each year after 1859, except one. There were no graduates in 1862, when the Civil War took many of the boys. Tuition ranged from \$3.50 a term in the primary department to \$15.00 in the



law school. In the collegiate department the fee was \$10.00 with music and drawing extra.

In all, one hundred and nineteen students enlisted during the war. Hamline furnished one-fifth of the first company formed in Red Wing and a full company in the Sixth regiment organized in 1862 by Captain H. B. Wilson.

The Scandinavian Benevolent Society, still in existence, was organized this year with Chas. Kempe as president.

In celebration of Easter, an immense bonfire was staged on Barn bluff, in revival of an old Scandinavian custom.

More school room being required, bonds in the sum of \$15,000 were voted to erect new buildings in the East, West, and South sections of the city. The East and West school buildings were erected during the summer. The South school, then at Fifteenth and South Park, was erected a little later. The first bond issue for the new school buildings being insufficient to complete them, \$6,000 additional bonds were voted, to bear twelve per cent interest.

An Old Settlers' Association was organized and functioned for a time. George Wilkinson was the first president.

The issuance of bonds to secure a railroad coming to a vote, bonds in the sum of \$75,000 were voted by a majority of sixty-eight in a total of seven hundred and six.

Velocipedes became such a nuisance on the sidewalks that the council was asked to pass an ordinance forbidding the riding of them on the walks.

The cornerstone of the new Christ Church was laid on June 29, in the presence of a large gathering.

The first "American of African blood" to participate in an election, Joseph Robinson, the negro steward at the National, voted at the election.

City employees were usually paid in orders at this time—the treasury was very empty—and no little skill was required in disposing of them to advantage, even at a material discount.

J. C. Hawes had agreed to operate the ferry this season for one-half of the net profits, after deducting the running expenses. But instead of a profit, there was a deficit. So Mr. Hawes received no compensation for his season's work.

The wharfage receipts for the season amounted to \$2,044. This means that 1,022 boats stopped at Red Wing during the eight months' season of navigation, or an average of 115 a month, practically four a day.

The Goodhue County Medical Society was organized with these officers: W. W. Sweney, president; Chas. Hill, vice president; A. H. Jones, treasurer; C. N. Hewitt, secretary.

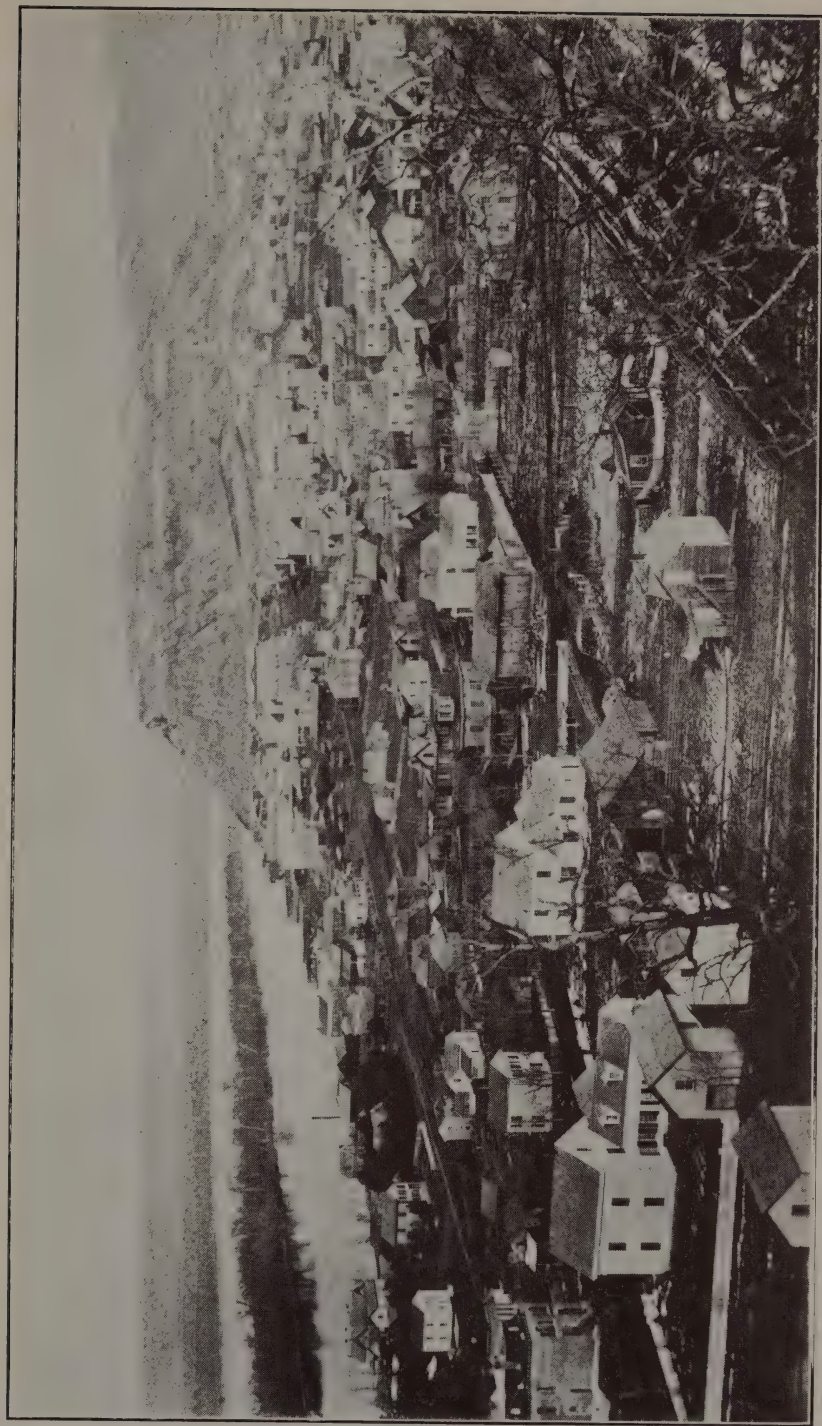
The county raised 1,600,000 bushels of wheat this year, practically all of which was marketed at Red Wing. Wheat sold for sixty-five cents in the fall.

The Red Wing tax for all purposes was \$42,000, and the rate was eleven mills.

On November 15, the Metropolitan Hotel, on the levee at the corner of Potter street, was destroyed by fire, entailing a loss of \$15,000, and on December 23 the Union House, barn, and adjoining buildings burned.

There is an interesting episode to relate in connection with the Metropolitan Hotel fire. The fire department had just acquired a new hose cart, one of those two wheeled affairs, with a reel between for the hose, surmounted by an arch carrying a bell, propelled by being pulled by ropes. To celebrate this acquisition a ball was in progress in Music Hall, and to make the occasion memorable the hose wagon had been taken apart in order to bring it up two flights of stairs, reassembled and placed on the stage. Of course, when the fire broke out it must be put in service. So it was rushed to the door. But it could not be gotten through the door with the wheels on. So they were removed and it was gotten down to the street, the wheels replaced, and the run made to the fire, but the hostelry burned to the ground. Niagara Company, operating the hand engine, threw water one hundred and ninety feet and nine inches from a seven-eighths inch nozzle, and claimed a state record.

The first labor union was organized with W. E. Hawkins as president.



UPPER RED WING IN THE EARLY SIXTIES  
From the location of the present City Hospital steps.





## THE GREAT WHEAT MARKET DECADE

\* \* \* \* \*  
\* 1870 \*  
\* \* \* \* \*

The grading of the railroad between Hastings and Red Wing began and there was a long drawn out controversy as to whether the railroad should run north of Barn bluff or south thereof toward the east. It was finally decided in favor of the location now occupied on the north side of the bluff.

A saber made of the finest steel, was found near Red Wing. Where it had come from no one could tell.

In May, Wm. Philleo announced the complete success of his efforts to manufacture terra cotta.

One of the new boats of the Northern Line having been named "Red Wing," the citizens presented the craft with a complete stand of colors. The captain invited as many as the boat would hold to join in a free ride to St. Paul and return, on April 30, and the invitation was generally accepted, the boat being crowded to capacity. The party left here in the evening, arriving at St. Paul in the morning, spending the day there, and returning the following night. Memories of that trip lingered long with all participants. The flags presented to the boat included a huge garrison flag, sixteen by forty feet; a jack, sixteen by thirty feet; a streamer forty feet long; and four smaller flags.

A jail was erected and was designated as a work house as well, and prisoners were required to perform manual labor during their incarceration for which they were credited seventy-five cents a day, including board.

The great need of a hook and ladder truck was impressed on the council by the firemen but several years elapsed before one was purchased.

A boat club was organized of which we will hear more later.

The pottery burned on July 14th.

This year was made memorable by a great free feast staged by F. R. Sterrett. On August 1, near the tannery, he erected temporary buildings and invited all to a free feast and dance in celebration of a "killing" he had made in the wheat market. More than six hundred meals were served and more than five hundred chickens consumed.

The Red Wing Collegiate Institute was incorporated with these officers: L. F. Hubbard, president; C. C. Webster, secretary; F. A. Cole, treasurer; James Lawther, L. F. Hubbard, F. A. Cole, and W. P. Hood, directors.

Grounds for the school on College bluff were donated and about \$12,500 subscribed for building. The old building of the present Red Wing Seminary on College Avenue was erected and for three years the school was very successful. Then it lost prestige and was discontinued.

H. B. Wilson was appointed state superintendent of public instruction, a position he ably filled for five years, and Col. Hans Mattson was elected secretary of state, in which capacity he served four years.

Stage communication with Ellsworth was established.

The government census gave Red Wing a population of 4,255.

The railroad tracks entered Red Wing from Hastings on September 29, and soon thereafter train service to St. Paul was established. There was no bridge across the river at Hastings, so passengers were transferred by boat. The first passenger trains consumed a little more than two hours in the trip to St. Paul, exclusive of the time of crossing the river at Hastings. Of course there was a big celebration when the railroad was completed into the town, and among the bills allowed at the council meeting following, we find:

To champagne for railroad reception - \$17.75

To wine for railroad reception - - 7.00

Nora's Harpe, a Norwegian singing society, was organized with C. Martinson as leader, and for many years was a live factor in the social life of the community.

The quarrying of stone for building purposes had by this time become a leading industry.

As the city's finances were in rather deplorable state, bonds in the sum of \$12,000 were issued to take up outstanding city orders. These bonds running from one to seven years, bore twelve per cent interest.

The receipts of the city this year were \$18,715.62, and the disbursements \$18,443.40.

Bids were called for feeding city prisoners.



S. Rybeck, a Swedish mechanic, invented a breech loading gun, which attracted general attention.

Bixby's Gift Enterprise was an event of this year, engineered by B. W. Bixby. He presented a free entertainment at the Music Hall, and gave away prizes amounting to \$2,100 at a lottery, ranging all the way from a forty acre farm to a watch key.

The fire police were organized.

Peterson & Lovgren began the manufacture of farm seeders, and did a thriving business for a time. Later they engaged extensively in the manufacture of iron safes, many selling as high as seven and eight hundred dollars each. They were very substantial, fire proof, and probably as burglar proof as many of a later age, even though they were of the lock and key instead of the combination variety.

Toward the end of the year the stores began closing at seven o'clock, the first early closing movement.

\* \* \* \* \*  
\* 1871 \*  
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This year witnessed the completion of the Red Wing Collegiate Institute, and its opening for students.

A proposal to establish communication with Wisconsin, by channels to and out of Mud Lake, to permit of steamboat operation, was seriously discussed but no action taken.

G. A. Carlson began the manufacture of lime, which developed into an industry of large proportions.

The Red Wing Terra Cotta Pottery was rebuilt and operations resumed.

The fire department reported an equipment of two engines, two hose carts, and one thousand feet of hose, some "not so good."

The necessity of better fire protection than was afforded by the two hand engines in use culminated in a sale of one of the hand engines and hose carts and 300 feet of hose to Read's Landing for \$1,150, payable in two orders, due in one and two years, and the immediate purchase of a Silsby steam engine with hose cart and 1,500 feet of hose for \$7,000. In payment the city turned over the two Read's Landing orders and paid \$1,000

a year in addition, until the entire sum was liquidated. The new outfit arrived in the fall and an engineer and fireman were hired to operate the engine at fires, at \$10.00 a month each.

A proposal at this time to establish a water route to the Atlantic ocean by way of the Mississippi, the Wisconsin, and Fox rivers, the Great Lakes, the St. Lawrence, Lake Champlain, and the Hudson River, attracted no little attention generally. The city council passed resolutions warmly commending the project. It is interesting to note that this route was, in large part, the trail of the early French voyageurs.

Some experiments were made in the use of Red Wing sand in the manufacture of glassware, and some excellent specimens of the product, made by the Rock Island Glass Co., were exhibited here. These glass works were operated by a company of Quakers. The farmers would haul the sand from the bluff to the river in the winter season, and shipment was made by boats in the spring. These Quakers were very prompt pay, and their business was very desirable. It was continued until a source of supply nearer Rock Island was found. For a few years there was strong talk of building a glass factory, but the project never materialized.

A state militia company, F of the First Minnesota National Guard, was organized, with E. L. Baker as captain, and J. A. Wright and E. B. Philleo as lieutenants.

Col. Colvill engaged in a dispute with the railroad company because he did not feel he was being properly reimbursed for the damage to his land near Colvill Park. He built a house on the grade constructed, covering a temporary track, and defied the railroad workers to proceed. The colonel's war record made the contestants rather careful about proceeding and before the matter was finally adjusted, the colonel collected several hundred dollars more than the first award.

The Red Wing & Menomonie Railroad Company was another project launched, with W. W. Phelps as president. A railroad from Red Wing to Blue Earth, by way of Cannon Falls and Faribault, and another to Duluth, were among the proposals toward the close of the year, but nothing came of any of these plans.

The county fair was removed to Hader.

In the fall, trains began running to Lake City, leaving here at eight twenty and arriving there at nine thirty, one hour and ten minutes for seventeen miles.

A time table, a little later when the road was further completed, was as follows: Leave St. Paul 9:20 A. M., arrive at Red Wing 12:00 M., arrive at Winona 4:00 P. M.; leave Winona at 10:10 A. M., arrive at Red Wing 2:10 P. M., arrive at St. Paul 4:50 P. M.

By a vote of two hundred and forty-three for, to one hundred and four against, the city issued bonds in the sum of \$5,000 to purchase the block, which had been occupied by Hamline University, for use as a city park, the present Central Park.

The Luthersk Kirke Tidning, a semi-monthly religious publication, was launched by Rev. E. Norelius and continued for a few years.

The great Chicago fire elicited a response of more than \$1,300 from the people of Red Wing to relieve the needy.

An event of this year, while some excavating work was in progress on Main street, was the finding of a medal which had been given to some Indian chieftain by a representative of President Jefferson. About the same time another medal, much finer than this, was found on a hill near Red Wing. It bore the head of President Madison, with the year 1809.

The first bill authorizing the construction of a bridge across the river was passed by congress, but a quarter of a century elapsed before any such project materialized.

Near the close of the year, took place the consecration of Christ Church, one of the notable events of the time. The occasion was honored by a large concourse of people and clergy.

At this time S. D. Greenwood offered to the city a part of the half block on Fourth street, between Plum and Bush, for a city hall, provided a hall and public library be erected. For some reason the offer was not accepted, but forty years later, strange to relate, this entire property was purchased for the present city hall.

\* \* \* \* \*  
\* 1872 \*  
\* \* \* \* \*

The year 1872 was featured by many new enterprises, much building, and general activity in all lines.

The Red Wing Collegiate Institute reported an enrollment of one hundred. The charge at the Institute for board, room, tuition, and washing was \$240 a year.



On February 22, trains began running through to Chicago. The fare to St. Paul at this time was \$2.25.

Steps were taken to organize a stock company to further the terra cotta enterprise.

The swamp land grant, which had been set aside for the Cannon River Slack Water Navigation Co., was transferred to a railroad company to build a line to Mankato. L. F. Hubbard and W. P. Brown were directors in this company.

The celebrated violinist, Ole Bull, visited Red Wing.

Another railroad project appeared in a move to build a line from Davenport, Iowa, to St. Paul, via Red Wing, crossing the river here.

The Trout Brook Tannery, owned by Foot & Sterling, began business.

Warren Bristol, long a prominent citizen, was named an associate justice of the supreme court of Arizona. Gen. S. P. Jennison was elected secretary of state.

A cooperage industry was established by O. Eames.

At this time there were 1,471 residents, between five and twenty-one, in Red Wing, and 1,010 enrolled in the schools.

The manufacturing industries gave employment to 321 men.

There was dissension in the fire department at this time. One faction claimed that at a department meeting John Friedrich was chosen chief with Tim McCue and Frank R. Sterrett as assistants, while the other as strenuously maintained that the selections were W. E. Hawkins for chief, and B. C. Stephens and S. W. Roberts for assistants. The councilmen were non-plussed, especially because both Friedrich and Hawkins were councilmen, and tried to have the two factions "get together." But they were unsuccessful. So the council chose W. C. Williston as chief, and E. L. Baker and J. A. Wright as assistants.

A code of rules for the department was adopted about the same time. Spectators were to be roped off at fires, signals were provided for starting and stopping the engine, giving warning when a change in location was necessary. Prominent among these regulations was one to the effect that all rough and ungentelemanly language at fires was absolutely forbidden.

There was considerable rivalry between the Cataract Engine Company, operating the steam engine, and the Niagara Company,

operating the old hand engine, and several contests were staged. The steamer threw water ninety-four feet and 11 inches, and the hand engine ninety-four feet at one trial. At another there was a tie.

The North Star, which claimed to be the only weekly amateur publication in the world, was at this time being published at the Red Wing Collegiate Institute. It was issued for about two years.

J. L. Wells, a resident of Warsaw, measured six feet, six inches in height; a woman in Welch weighed three hundred and eighty pounds, and a man in Featherstone, three hundred and fifty. A resident of Burnside was more than one hundred years of age.

Suit was begun against the railroad company to invalidate the bonds issued to aid in the construction, on the ground that through service was not inaugurated by the time designated. The point at issue was the failure to build a bridge across the Mississippi at Hastings, in due time, necessitating the transfer of passengers across the river in boats, for which an additional fare was charged. The case was contested for a long time and finally settled, by the city paying \$45,000 on the \$75,000 bond issue.

The Red Wing Gas Light Company was chartered, and a plant built.

The contract entered into for street lighting at this time may seem a little odd in these latter days. It provided for twenty-five street gas lamps, for which the city was to pay thirty dollars each a year. Three were to burn all night. The others were to be lighted one hour after sundown and extinguished at midnight. When the moon was shining, the lamps were not to be lighted unless it was very cloudy. The city was to pay the expense of lighting and extinguishing the lamps, a task which involved two visits nightly to each lamp, one to light them, the other to extinguish them.

The establishment of the Boxrud Company dates from this year, more than sixty years of successful merchandising. R. H. Boxrud, of the original firm, still remains in active charge.

The bonds to provide funds to purchase the Hamline University block were sold this year, bearing ten per cent interest, the first decline in rate noted. The University building was demolished and trees planted in the square.

W. W. DeKay at this time served as city marshal, street commissioner, and health officer, and he also operated the ferry.

Dr. C. N. Hewitt was named secretary of the Minnesota State Board of Health.

C. C. Graham was the Democratic nominee for Congress. He was defeated but polled a good vote.

A visitor to Red Wing at this time was Robert Watts, a Danish traveler, who made a brief stop here in the course of a journey down the Mississippi. His reference to Red Wing and his description of a river steamboat of the early seventies is of decided interest:

"The trip from St. Paul to Red Wing does not, as a matter of fact, offer anything of special interest. Not until one gets to Red Wing do the banks of the Mississippi present an exceptional view. Here, Barn bluff, three hundred feet high, leans over the water. The cattle graze at the foot of the bluff and on its top, but the sides consist of naked blocks of rock and these make the ascent difficult. With some effort, and after crawling about among the rocky points and stone quarries, one finally reaches the top and can enjoy a magnificent view across the river and the surrounding country. The river is seen turning as a broad, glittering band or as a great many small ones where numerous timbered islands or white sand banks divide the waters.

"Below the bluff lies the steamer ready for departure, and it looks very different from the vessels one is used to at home. At first glance it reminds a person more of an immense, white-painted, oddly built house of several stories, than of a ship. On the large, flat barge, that carries this architectural phenomenon, the machines operate uncovered. On top of the aforesaid flat surface of the boat, which is rounded at both ends and has no gunwale like an ordinary hull, there rests on a row of slim pillars a large cabin. This and a couple of salons and a great number of sleeping rooms—all opening to both the dining room and a sort of balcony—extends the entire length of the vessel. On top of this rises a somewhat narrower and shorter story equipped for the captain and officers. And on top of that is the pilot's room, a sort of glass cage which reminds a person of a photographer's addition on the roof of a building and in which the man at the helm stands. Above all this, toward the front and coming up from the high pressure engines always used on these steamboats, rise side by side toward the sky the two



black iron smokestacks. A person can readily conceive that this structure, equipped further at one end with a single large, long wooden wheel without any covering, made a very peculiar steamer. It was exactly thus that the 'Savanna' presented herself to me when I went aboard, and we swung away from land while the wooden wheel at the rear made the reddish-yellow waters of the river foam."

\* \* \* \* \*

\* 1873 \*

\* \* \* \* \*

This was a year of unusual importance in the history of the city.

The Turners built an opera house on the present site of the city library, which was for ten years the principal assemblage place of the city.

The Grange Advance was established by B. B. Herbert as the organ of the Grange, Patrons of Husbandry. A Red Wing Chapter of the Patrons was organized with J. F. Pingrey as master.

Red Wing was honored by having the Worshipful Master of the Masons of the state, in the person of Rev. Chas. Griswold, and the Grand Master of the Odd Fellows, in Hon. W. C. Williston.

On August 4 occurred the death of Hon. W. W. Phelps, who had been one of the outstanding citizens of Red Wing since 1855. His funeral was the occasion for one of the largest assemblages on a like occasion in the history of the city.

Dr. C. Hobart was the presiding elder of the St. Paul district of the M. E. Church at this time, in the course of his long service in the ministry of that denomination.

Geo. Wilkinson was operating a "bonanza" farm in Goodhue. He had one thousand acres under cultivation, eight hundred acres in wheat, and during the harvesting season he operated eight reapers, employing seventy hands. The crop was valued at twenty-five thousand dollars.

The Swedish M. E. congregation was organized this year. Services were held for several years in a small chapel, and in 1877 a church erected at East Avenue and Seventh street.

The Red Wing Collegiate Institute had by this time attracted the attention of educators in the far East. Readings were given by Wendell Phillips, the celebrated abolitionist, and Edward

Everett Hale, the noted author, at their homes in Massachusetts, the net proceeds of which were given to the Institute.

Stages were operated to Oronoco, via Zumbrota; to Northfield, via Cannon Falls; to Faribault, via Hader and Kenyon; and to Maiden Rock, Wisconsin, via Ellsworth, all carrying mails.

Ever since the steamboat Nellie Sheldon was built, for use in communication with the Wisconsin shore, it had been the source of endless trouble. As already noted, the plan for its use was not found practical so it was laid up and it finally sank. David Hancock now came along and offered to furnish the use of the boat in seasons of high water, when the island road was flooded, for a period of five years if the city would give him the craft. His offer was accepted. The city fathers were relieved to be rid of this incumbrance.

The year marked the purchase of a fire bell for nine hundred dollars, to sound alarms. For many years the bell was located on a tower in the rear of the old Cataract Engine House, when it was standing on Third street, on the site now occupied by the Eagle office. When there was a fire anywhere in town, it was necessary to sprint to this location and sound the alarm by vigorous pulling of two ropes attached to the clapper. The sender of the alarm was supposed to give information of the location of the fire by an occasional sounding of from one to four taps, to indicate the ward, followed by a rapid succession of blows as a general alarm. There were no telephones in those days, not even horse-drawn fire apparatus, and usually considerable time elapsed from the time of the discovery of the fire until the arrival of the apparatus at the scene.

Nearly five hundred reapers were sold here this year, for which was paid \$100,000.

The city boasted of eleven miles of wooden sidewalks.

The railroad receipts for the year totaled one hundred and thirty-five thousand dollars.

The Catholic Parochial school was started.

A fifty-four pound buffalo was caught in Lake Pepin.

The Red Wing and Menomonie railroad project was turned over to the Milwaukee and St. Paul Company, whose officials agreed to build the line the following year. For some unknown reason the project was abandoned.

In the year 1873, Red Wing attained the distinction of being the largest primary wheat market in the world. At that time the warehouse capacity of the city was 1,000,000 bushels, and during the year the shipments amounted to 1,800,000 bushels. More than \$2,000,000 was paid out here for wheat during that year.

In the files of the Republican for December 25, 1873, we find:

"The wheat receipts of Red Wing for the seven days ending with Monday, December 15, are without precedent in the history of this or probably any other primary wheat market in the world.

"The receipts at the several warehouses, last week, were 136,000 bushels, and on Monday, December 15, they were 33,262, making 169,262 bushels in seven days. Monday was the greatest wheat day Red Wing ever saw, the several warehouses receiving 33,262 bushels, requiring eight hundred sleighs to deliver it.

"Never before have the facilities for handling and storing wheat been anything to compare with the present. The large houses of Chandler & Sterrett, Sandborg & Williams, Teele & Luce are all additions to the former warehouse capacity and yet there has never before been a time, at this season of the year, when the houses were anything like as crowded as now. In other years we have waited until the close of winter to record the fact that the warehouses were becoming full; but already warehousemen are beginning to feel the pinch for room, and Messrs. Brown & McIntire, on Monday, began the erection of a temporary warehouse on the rear of P. Sandford's lot, with a capacity of 30,000 bushels. This will be completed tomorrow. Chandler & Sterrett, on Tuesday, began a new temporary building immediately in the rear of their warehouse, thirty-six by fifty and eighteen foot posts, to be completed next week."

\* \* \* \* \*

\* 1874 \*

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This year witnessed the completion of the Red Wing Flour Mill, located on the levee, adjoining the saw mill already owned and operated by the company, at the end of Bluff street. This mill was sixty-one by eighty feet, ground space, five stories high, with engine room and boiler room adjoining.

Dr. Sweney made an offer to deed Barn bluff to the city for a public park. For three years this offer was held open and



then finally withdrawn, because no action was taken toward its acceptance.

The wheat situation is again referred to in the Argus on February 12, in this wise:

"We have devoted considerable time to ascertaining the exports of wheat, flour and other productions during the year 1873. We find the total wheat and flour to be greater than the shipments of any previous year, namely 1,800,386 bushels. Disinterested authorities, like the Winona Daily Republican, St. Paul Press, St. Paul Pioneer, and various others journals, have united in placing Red Wing at the lead of the list of primary wheat markets of the globe, and they might in vain challenge the world to equal the enormous exports of grain quoted above.

"The total of wheat shipped (excluding flour) was 1,558,853 bushels; 1,153,953 bushels by river, and 404,900 bushels by railroad.

"In 1872 there were in this county 116,977 acres in wheat, and the exports of wheat and flour from that crop, were 1,515,830 bushels. The wheat acreage in 1873 was 134,647, an increase of 16,670 acres, and the crop of 1873 being fully as great per acre, the report next August will probably show 2,000,000 bushels exported, an increase of 450,000 bushels over the crop of 1872.

"The farmers of the county can in ten days, if they choose, put in circulation \$2,000,000 in currency, merely by the sale of the wheat crop. On May 31, there was paid to farmers by buyers the sum of \$77,604.18 for the one item of wheat, the largest single day's sales ever heard of in a primary market. During the seven days, ending with December 15, the receipts were 169,262 bushels. The last of those days was the heaviest day then known, the receipts being 33,262 bushels. But even that immense day's business was exceeded by Monday, February 2, when the receipts were 35,015 bushels."

When navigation opened, there were 925,000 bushels of wheat on hand in Red Wing. Farmers had been holding for higher prices, and wheat now being quoted at \$1.05 a bushel, there was a general selling. On May 3, farmers were paid \$85,553.60, and in two days that week, they received more than \$150,000. On Friday and Saturday, May 20 and 21, they were paid \$405,540.79, all on wheat held in storage, and an immense sum of money was thus put in circulation in the community.

On March 6, there was a snow fall of seventeen inches. The snow was reported four feet deep on the level in the woods.

Football came into prominence as a sport.

The need of better hotel facilities culminated in the organization of a local company to build the St. James Hotel. The Hotel Batlo, at Fourth and Plum streets, was opened this year.

The grain situation was again presented in July, in this wise:

"During the past few days we have figured up the amount of wheat and flour and barley shipped from Red Wing of the crop of last year, and find a remarkable increase in wheat and flour over the report made a year ago. We ascertain the total shipments of wheat and flour, reduced to wheat, equaled the immense sum of 2,418,622 bushels. Last year's report showed the largest exports ever made from this market, and larger too, so far as known, than from any other primary market on the globe, namely 1,515,830 bushels; yet the increase of the last crop harvested was so vast that it exceeds that amount, 902,792 bushels. The amount of flour manufactured has nearly doubled, being this year 66,073 barrels, against 39,344 barrels reported a year ago.

"In our last report we estimated the shipments from the county through other points than Red Wing at one-third the quantity exported by way of this city, and the assessor's returns afterwards very closely verified the correctness of the estimate. Estimating in the same manner now, we have 806,207 bushels so shipped, and a total of wheat produced by Goodhue County of 3,224,829 bushels. Dividing this equally among the twenty-four towns of the county, it shows that they averaged 134,334 bushels of wheat each, over and above what was needed for home use. It would be no easy task to find as large a group of towns elsewhere with such a record."

The grain dealers at this time were: F. and R. R. Ives, Chandler & Sterrett, Sandborg & Williams, E. L. Teele, Brown & McIntire, P. B. Mann, Davis & Marshall, M. Herschler, T. B. Sheldon, and J. W. Luce. Their combined storage capacity was 728,000 bushels.

This year, Rev. E. R. Welles, rector of Christ Church, was elected Bishop of Wisconsin. He departed for his new field of labor in the fall.

In August the foundry of Densmore Brothers was destroyed by fire, but immediately rebuilt.

A Swedish traveler, in Minnesota at this time, made this notation in connection with Red Wing industry: "In Red Wing there is a large wagon and iron safe factory which is owned by live, prominent, and very ardent Swedes. Their manufacturing is done on a large scale, and in their handsome stock I saw safes priced at from seven to eight hundred dollars. Entirely without capital when they arrived, they have only enterprise, industry, and perseverance to thank for their success."

This refers to a business successfully conducted for many years by Lovgren & Peterson. Many of the safes they manufactured are in use at this time.

One farmer brought in a load of wheat containing one hundred and nine bushels. That was an event worthy of special note at that time. Today, with trucks in use, such loads appear ordinary.

Cannon Falls residents treated a physician, who abused his wife, to a coat of tar and feathers, leaving him tied to a post on Main street.

A proposal at this time, which in the present day will be deemed visionary and impractical, was the construction of a canal to bring the waters of the Cannon River into Red Wing to furnish power. It was computed that a thirty foot head could be obtained which would provide 2,163.62 horse power, and, adding a reservoir, an additional 1,000 horse power could be obtained.

A carriage road to the summit of Barn bluff was strongly advocated. A survey developed that one could be built, two thousand feet in length, and on a grade of fourteen feet to the hundred, the last hundred feet with only a six foot incline. With a somewhat longer route the grade could be reduced to twelve feet.

A seventeenth of May celebration, in honor of Norway's Independence Day, was held here for the first time.

Watkins & Bogart established a trout farm adjoining the city, on Trout Brook, which did considerable business for a time.

In an Atlas of Minnesota for 1874, in connection with a plat of Red Wing, appears a plat of Agassiz addition to Red Wing, which never progressed beyond the paper stage. In fact, a plat of it was never recorded. This addition was to comprise a large area in Burnside, just beyond the German Lutheran Cemetery, and it was to be the location of a great educational center. A



block was set aside for a college campus, another for a students' home, and there were several hundred residence lots adjacent thereto. It was surely a pretentious proposition for any day or age.

This was the time when the Patrons of Husbandry, more commonly known as the Grange, a semi-secret organization of the tillers of the soil, was in the zenith of its power. Its influence was felt in the community and throughout the rural districts. Among their own undertakings was the organization of the Patrons of Husbandry Manufacturing Association of Goodhue County, with a capital of one hundred thousand dollars, to manufacture farm machinery. Some money was subscribed but the project never materialized.

There was a fire in a dwelling house. Hand engine No. 2 was promptly on hand and threw a good stream of water until the cistern, from which it was drawing its supply, was emptied. The steamer was brought up and put in position but there was no engineer. He was home sleeping, and the building burned.

The Goodhue County Savings Bank was established with T. B. Sheldon as president.

The furniture factory of Erickson & Swanson was doing a successful business.

A ten year concession to operate the ferry was given to James Day.

The building operations for the year totaled \$430,000.

\* \* \* \* \*  
\* 1875 \*  
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The problem of better communication with Wisconsin again came up and an investigation placed the cost of a turn pike road across the island and a bridge across the Wisconsin channel at about \$38,000. This rather staggered the business interests and for a time no action was taken.

This year witnessed the organization of a hook and ladder company in the fire department, and another contest between the hand engine and the steam engine companies as to which could throw water the sooner on a fire. The hand engine company won, on account of the time necessary to get up steam on the fire engine.

There was a close contest for Justice of the Peace. Christie Phillips received three hundred and eighty-six votes and Frank Ives three hundred and eighty-five.

The difference between the wholesaling and retailing of liquor was defined. Quantities sold of less than one pint constituted retailing.

Red Wing was accorded a population of 5,630 in the census.

The Turners' Hall was dedicated.

The great event of the season was the celebrated boat race between Red Wing and Stillwater four-oared crews. There was strong feeling between the two towns on account of a baseball game the previous year, in which Red Wing got the worst of it, and when an opportunity came for a contest between the boat clubs, both towns prepared for a real one. Stillwater had as star, Norman Wright, of St. Paul, the champion single oarsman of the state; so they felt very confident of the outcome.

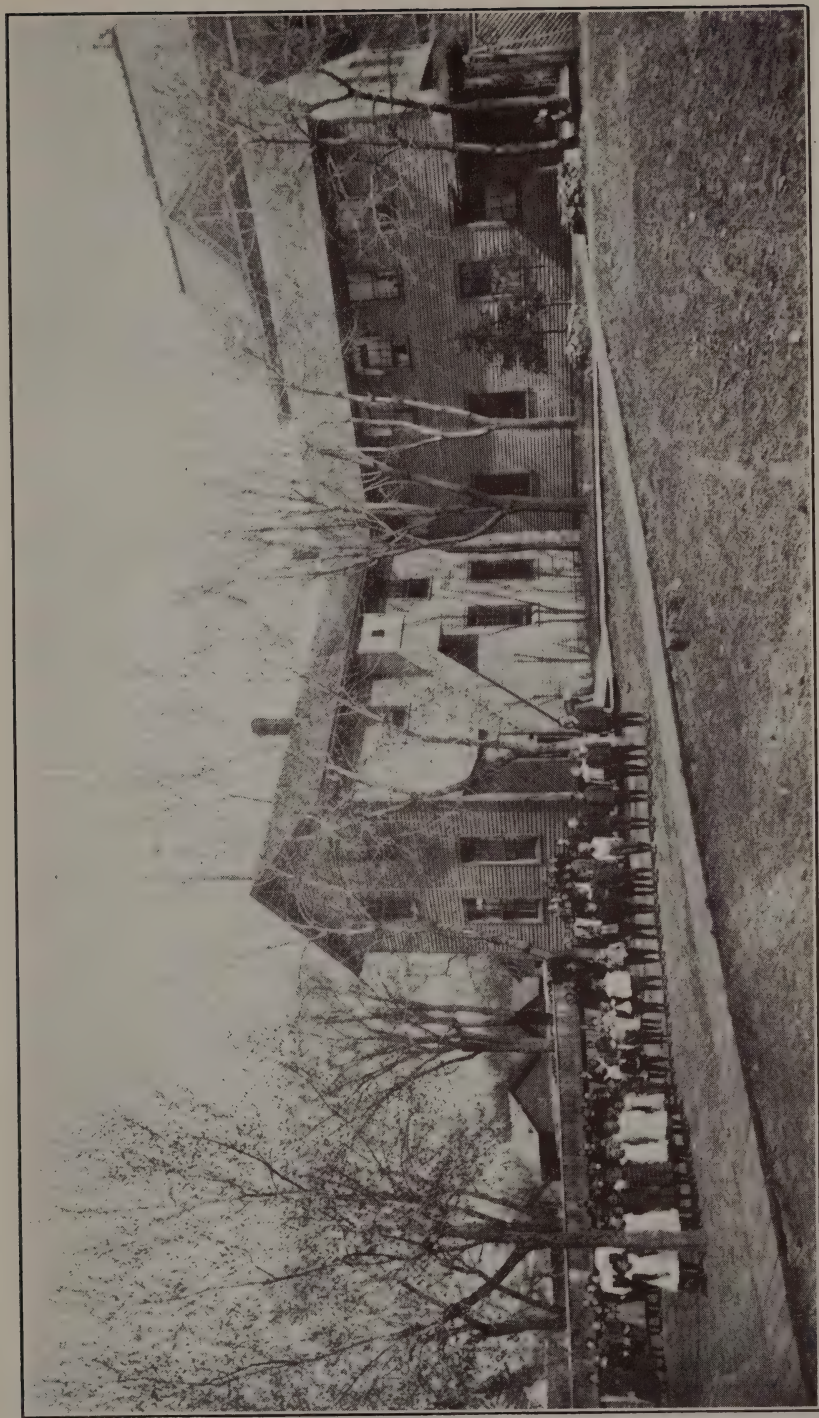
As a result, there was plenty of Stillwater money available on the day of the race, which was June 28. The steamboat, James Means, brought an excursion of hundreds of passengers from Stillwater and St. Paul, and the latter town brought along its cornet band.

Prominent citizens caught the gambling fever. Money was wagered freely. Respectable citizens, who had never hazarded a cent in all their lives, stood along the levee with their pockets bulging with bills. It was the biggest sporting day Red Wing ever experienced. Estimates as to the amount of money that changed hands varied all the way from twenty to seventy-five thousand dollars.

The first race was between Norman Wright, of St. Paul, and John B. Fox, supposed to be a Red Wing grocery clerk. The judges were J. S. Conrad of Stillwater, and L. A. Hancock and Jesse McIntire of Red Wing. The course was two miles, one mile up river and return.

The signal was given and the oarsmen sped away. From the first Fox gained the lead and held it. Soon it was evident Wright was far outmatched. At one time Fox was so far ahead he stopped rowing, splashed water over his arms and face to cool off, and sucked a lemon, waiting for his opponent to catch up and make a race of it. After that he toyed with the St. Paul man, finally winning the race by a boat length.





THE OLD CATHOLIC PAROCHIAL SCHOOL  
Located on the present site of the High School gymnasium on Fifth street.





Then came the four-oared race, on which most of the money had been bet. For Stillwater there were T. Scully, J. Morarity, John Cain and John McGrath; for Red Wing, Charles Lent, Joseph Harrison, E. B. Philleo and John B. Fox.

According to an account in the Red Wing Argus of that time, "Almost at the first stroke some member of the Stillwater club caught a crab, and the result was that the spray was thrown in such quantities as to completely hide the crew from the spectators on the wharf opposite."

The Stillwater oarsmen never recovered the loss caused by such a bad move at the start, steadily lost ground on the entire distance, and did not come back to the starting point at all, but rowed disconsolately to the steamer, yielding the race to Red Wing.

The race was over, and Stillwater was broke. It is said there was hardly the price of a meal left in the crowd. Even the steamboat was unable to buy coal for the return trip until one of the heavy winners turned over money to the captain so he could feed his crowd and get them home.

The Tennessee Jubilee Singers, a Negro minstrel show, were in town that day, and watched the race. One of the performers recognized "John B. Fox" and made a startling revelation. He wasn't "Fox" at all, but one "Ellis Ward," the most famous rower in the world! His identity was not even suspected by other members of the Red Wing crew. Ward had been a resident of Red Wing for several months prior to the race, working as a clerk in a grocery store. He had been imported for the occasion by a small coterie of residents, who were "on the inside" as to what was going on and who zealously guarded the secret.

The defeated town immediately assumed high ideals about professionalism, but Red Wing, with plenty of money in the pockets of its citizens, viewed the situation with a more tolerant eye.

Merle Potter includes an account of this race in his "Best Stories of Minnesota."

Bears were reported around Red Wing at this time. Three were seen in the Cannon bottoms and four near Wacouta, and one of the bruins shot weighed three hundred and fifty pounds.

An innovation at this time was the heating of the Swedish Lutheran Church with steam. Pipes were run under practically every seat, the use of radiators not yet having been introduced. The new plan was hailed as a great advance in heating.

They were liberal with city funds in those days. The council allowed a bill of \$323.23 for the expense of the Fourth of July celebration.

The St. James Hotel was opened for the reception of guests in November.

♦ ♦ ♦ ♦ ♦  
♦ 1876 ♦  
♦ ♦ ♦ ♦ ♦

W. E. Hawkins, who had been prominent for years in local fire department circles, was elected president of the Minnesota State Firemen's Association.

The local school tax levied was 8.8 mills.

This was the centennial year, and the occasion was fittingly celebrated in Red Wing. There was the usual procession, embracing all the civic and other organizations of the city, with an oration by Judge Chas. E. Flandrau, of St. Paul, and to complete the festivities a barbecue was served in Centennial Park. This park, which occupied the entire area between Central and West Avenues, as far back as the hillside above, contained a grove of oak trees. A whole ox was roasted, with the chef of the National hotel in charge, and every one invited to partake thereof. The event was the occasion of one of the largest Fourth of July celebrations ever held in Red Wing.

Many Red Wing people journeyed to Philadelphia to view the Centennial Exposition.

The Goodhue County Musical Society was very active at this time and presented some very high class entertainments, featuring the works of the most celebrated composers.

The manufacture of cement pipe was inaugurated by the Gould Brothers.

This was the year of the Northfield bank robbery by the James and Younger gangs. A portion of the bandit outfit were in Red Wing just previous to the robbery, and stopped at the National hotel.

Red Wing had five students at the State University.

Silver was coming into use as money which attracted general attention. An item in a newspaper thus comments thereon:

"The banking house of Pierce, Simmons & Co. have received one hundred dollars in silver, and will doubtless receive consider-



able quantities in the future. Verily, it looks good. It differs from scrip. It has an eagle on the front instead of George Washington, and the lathe-work of the reverse side is all plain. Spinner's name is not signed to it, and it is not held together by a bit of dirty paper, pasted on the back. But we overlooked these defects, as Putnam passed out a couple of dollars of it. Let it circulate! If any man hoards it, shoot him on the spot—with a pellet of scrip."

The first class was graduated from the Red Wing High School this year. It consisted of two, Miss Lora Mills and Gilman Smith.

Judge E. T. Wilder was the Democratic candidate for Congress, being defeated by H. B. Strait of Shakopee.

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\* 1877 \*  
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The year 1877 was an outstanding one in the history of Red Wing, especially in an industrial way.

It witnessed the building of the Diamond Mill, on the site of the present Red Wing Mill, and also of the La Grange Mills, both large structures for the time, each with a capacity of more than one thousand barrels a day, establishing Red Wing as one of the leading flour manufacturing centers of the west.

Another important industry, which dates from this time, was the building of the plant of the Red Wing Stoneware Co., the first modern stoneware plant.

The Red Wing Building Association also dates its existence from this year.

Twenty-five thousand dollars in bonds were voted to the Red Wing & Trenton Transit Company, which built the road across the island, the first bridge across the Wisconsin channel and operated ferries as means of communication with the island, until the bridge across the main channel was built.

A short review of means of communication with the Wisconsin shore will be of interest in this connection. The history of early methods is shrouded in mystery. For a long time skiffs afforded the only means of crossing the two channels of the river. With the intervening island covered with water in the spring and again in June, the best method to follow was no easy problem

to solve. It was an important question, too, as the Wisconsin main land had been surveyed and opened to settlement, prior to the settlement of Red Wing.

As far as can be learned, the first method of communication was a horse ferry, between Red Wing and Trenton, then a thriving village, operated by Capt. Edward Speck in the early sixties under a charter held by Frank Ives. It was an old flat boat with two side wheels, each provided with a tram-way worked by a horse. The charge was two dollars for a team, and fifty cents for foot passengers. With bass wood selling at one dollar and seventy-five cents a cord, our Wisconsin friends felt that a ride to Red Wing was a rather expensive luxury and few availed themselves of the opportunity. This was hard on the owner, hard on the passengers, and the operation had been hard on the poor horses working the tread mill, and was soon abandoned.

About the same time Trenton parties built and put into action a flat boat, propelled by oars. It worked somewhat satisfactorily going down stream, but was rather slow-moving rowing against the current.

A little later, a road crossing the island was made passable in low water and cable ferry service established; one at the foot of Bush street across the main channel, and the other across the Wisconsin channel, where the bridge is now located. Later two ferries were operated across the main channel, one from the foot of Broadway, the other from the foot of Bush street.

The uncertainty of crossing and the cost of the tolls brought much complaint, which resulted in the building of the Nellie Sheldon, a steamboat to operate between Red Wing and Trenton. But the plan proved unsatisfactory and after a year's trial, return was made to the ferry flat system, with the Nellie Sheldon used only in the high water periods.

Then some one conceived the plan of organizing the Red Wing and Trenton Transit Company, to build a turnpike road and operate ferries between Red Wing and the Wisconsin mainland. The incorporators were T. B. Sheldon, C. Cogel, T. K. Simmons, E. L. Baker, W. P. Brown, D. C. Hill, J. C. Pierce, J. M. Hodgman and Jesse McIntire. Bonds in the sum of \$25,000 were issued, which were paid by the city.

The road built across the island included fourteen bridges, and in addition, a long pile bridge was built across the Wisconsin

channel, doing away with one ferry. This arrangement continued until the building of the high bridge across the main channel of the Mississippi, and the subsequent taking over of the highway by Wisconsin, and the building of a new bridge across the Wisconsin channel, in connection with a free bridge.

In those days, when ferries were operated across the two channels, no little time was required to arrive on the Wisconsin mainland or vice versa. The two ferries operated whenever there was anyone waiting to cross. One might arrive at the landing here to find the ferry on the island side of the main channel, or just crossing over, and be compelled to wait for the ferry to cross to this side before one could embark. The same experience was likely to be met with in crossing the Wisconsin channel after traveling the island road. If the Wisconsin mainland could be reached in an hour, one was fortunate indeed. The ferries were propelled by the current assisted by hand power.

The city was in such fine financial condition that \$10,000 of railroad bonds, not due for ten years, were redeemed.

Here are some city salaries paid at this time: City recorder, \$300; street commissioner, \$600; chief of police, \$720; policemen, \$45 a month.

Even at this early date, the improvement of navigation was a subject uppermost in the minds of the community. There was agitation for a five foot channel, and twenty-five leading citizens attended a river improvement convention at St. Paul.

The fire department had a membership of one hundred and seventy-five, included in four companies.

As had been the case before, and many times since, taxes were the subject of much discussion. The tax paid in Red Wing had increased from \$39,000 in 1870, to \$60,000 in 1877, and the protest was long and loud.

The local W. C. T. U. was organized, with Mrs. H. A. Hobart as president.

This was a season of general unrest and fears were expressed of depredations by tramps. So an organization for home protection was effected under the leadership of E. L. Baker, H. A. Park and W. E. Hawkins, and arms were obtained from the state. But there was no disturbance of any consequence.

In August, wheat sold all the way from 42½ cents a bushel for grain weighing 45 pounds to the bushel, to 95 cents for that of 58 pounds weight. Old wheat was quoted at \$1.00 a bushel.



In October the prices were 20 cents for the 45 pound, and 75 cents for the 58 pound. The freight rate to Chicago was 15 cents; to New York, 30 cents.

Dr. A. B. Hawley, who had been a leading citizen since the fifties, died in the fall.

A railroad to River Falls, to connect with the Northwestern, was talked of but never materialized.

Two car loads of provisions and clothing were collected and forwarded to the grasshopper sufferers in the western part of the state.

Work was commenced on the present Roman Catholic Church.

Olivet chapel, on South Park at Fifteenth street, was built as a chapel of the Presbyterian Church, James Lawther defraying the cost.

The first agitation for a levee park began, not to materialize into reality for almost forty years.

The county raised four million bushels of wheat, but Red Wing's day as the largest primary wheat market was ended, the railroads to the south opening new markets.

♦ ♦ ♦ ♦ ♦

♦ 1878 ♦

♦ ♦ ♦ ♦ ♦

This year witnessed the taking over of the Red Wing Institute property, on College bluff, which had been vacant for several years, by the Hauge Norwegian Lutheran Synod, and the establishment of the Red Wing Seminary.

The Diamond Mill was started in operation with a capacity of 1,200 barrels daily. La Grange Mills were started a little later.

Liquor licenses were one hundred dollars. The city paid twelve dollars per thousand feet for lumber, and eighteen cents a gallon for kerosene. On unpaid orders the interest rate was still twelve per cent.

Three saloons were declared public nuisances and the licenses revoked.

The German Lutheran Church, at East Avenue and Fifth street, was completed and occupied.

A stone, measuring four by six feet and six feet three inches thick, was taken out of Barn bluff for use as the base for a railroad turn table. It weighed seven tons.

A country school advertised for a teacher, offering four month's employment, at a salary of forty dollars a month.

G. A. Carlson began the manufacture of artificial stone, but did not continue long.

The organization of the Goodhue County Bank dates from this year. Started as a state bank, it was later nationalized.

The Mississippi Valley Industrial Association was organized, and the first of a series of fairs, held on the fair grounds, opened in West Red Wing, just beyond Buchanan street.

Susan B. Anthony, the pioneer woman suffragist, was a visitor in Red Wing.

The manufacture of Clum's Liver Cathartic, a patent preparation, attained large proportions at this time, and for a few years was a very profitable financial investment to the Red Wing citizens interested in the venture.

In June, Bishop Ireland consecrated the new Catholic Church.

The self binder, for handling grain, was just coming into use and more than two hundred and fifty were sold in Red Wing this season. Up to this time it was necessary to bind all grain by hand.

A railroad from Pepin, Wisconsin, to Red Wing, was planned, but never reached beyond the paper stage.

The Red Wing Sportsmen's Club was organized with A. H. Roseboom as president.

James G. Blaine was a visitor in Red Wing, and in the fall, President Hayes, his family and party, were guests at the St. James Hotel at a dinner, and subsequent public meeting, stopping here a few hours in the course of a trip into the Northwest.

There was no little commotion because of the action of a church in expelling from their membership some who were affiliated with secret societies. In the public press and in public gatherings this action was discussed and very bitter feeling arose throughout the community.

To such an extent was feeling aroused that a fund of several thousand dollars was subscribed by members of one fraternity

throughout the state to establish an independent church here, to include in its membership the expelled brethren. Nothing came of the move, however, and the money was finally returned to the donors.

✦ ✦ ✦ ✦ ✦  
✦ 1879 ✦  
✦ ✦ ✦ ✦ ✦

Archery became a prominent sport this year, and so continued for several seasons. Teams from Red Wing competed in tournaments with those of neighboring cities.

The Northwestern Endowment and Legacy Society, a mutual life insurance company, was organized and did business for a long time.

Another life insurance company, locally organized, was the Minnesota Scandinavian Relief Association, which did a large business for many years.

The island road was opened, together with the Wisconsin channel bridge.

In May, bonds in the sum of \$50,000 were voted to the Minnesota Central Railroad Company, to build a line from Red Wing to Mankato. It was also in mind to bridge the river here and extend east into Wisconsin. These bonds were never issued, the first project for this railroad not materializing.

There is an interesting revelation in this connection as to how they built railroads at this time. When the project was under consideration, in the prospectus it was stated:

The company would have a capital of	- - - -	\$100,000
It was estimated the bonuses from towns		
connected would total	- - - -	300,000
A land grant, which had been obtained, was valued at	-	825,000
		<hr/>
Total	- - -	\$1,225,000

The cost of building the road, exclusive of terminals, was estimated at \$550,000. When these were provided, there would still be a handsome profit when the lands were disposed of.

On July 2, the entire section was visited by a storm of unusual proportions. It is claimed that more than six inches of rain fell. Immense damage was done on every hand to streets,



bridges, railroads, county roads, and private property, the repair of which consumed a great part of the summer.

A general conflagration at Lake City resulted in the sending of the fire steamer and seventy-five men to the assistance of our neighbors. They did valiant service.

Dog licenses made their first appearance this year.

Two advertisements of an unusual nature, evidencing a change in heart on the part of the signers, appeared in one issue of a local paper at this time. One, sworn to before a justice of the peace, reads in this wise:

I, ..... of ..... , being determined to quit the use of all intoxicating drinks, do solemnly swear that I will not hereafter take as a beverage any spirituous, vinous, or malt liquors from this day forward.

Signed.....

The second was of a similar purport, save that the signer swore to abstain to the day of his death.

It was customary at this time to publish the list of presents received at a wedding. In some cases these lists covered more than a column of space.

A pipe organ was purchased for the Episcopal Church, the first one in Red Wing.

T. B. Sheldon served as street commissioner this year without pay.

For the third time there was an effort to reach the summit of Barn bluff with a roadway. A street was laid out fifty feet wide, extending from the foot of Main street to the summit of the bluff, a distance of two thousand two hundred and two feet, with a grade of ten feet to the hundred. Just why the proposal was not consummated is not stated in the records. It simply died.

This year marked the opening of the Red Wing Seminary as the theological and academic school of the Hauge synod. As such, it was conducted for fifty years, during the greater portion of the time by the Hauge synod, and later by the United Lutheran Church, with which the Hauge synod affiliated. It was a very successful institution and would no doubt have continued as such had not the amalgamation of the different Norwegian Lutheran denominations provided a surplus of schools.

## THE DECADE OF RAILROAD EXPANSION

+ + + + +

+ 1880 +

+ + + + +

The Red Wing & Iowa Railroad was incorporated with S. B. Foot as president, and J. S. Hoard as secretary, to build a railroad to the coal fields of Iowa, the forerunner of the line afterwards built to Zumbrota.

The first agitation for a City Hall began at this time, but a long period elapsed before anything definite was evolved.

The Red Wing Furniture Co., which for many years was an important industry, was established, succeeding to the business established by Swanson & Erickson.

The city was accorded a population of 5,876.

The first telephone franchise was asked for. The newspapers advised the council to go slow. This was something new which demanded careful consideration; so no action was taken.

The council voted to pay one dollar to each person "who shall ring any church or school bell ten to fifteen minutes at the beginning of any fire."

The first talk of a public library appeared at this time. A library maintained by Christ Church afforded the only means of obtaining circulating literature.

Coal was coming into general use as fuel, but there was a scarcity of it in Red Wing, due to the fact that the prairie towns must first be supplied and, as one coal mine owner wrote: "You are too near to timber to receive early consideration."

At this time Red Wing was producing five hundred barrels of lime daily, in addition to getting out a large amount of building stone. The lime kilns were owned by R. L. Berglund, G. A. Carlson, Oleson & Co., and Danielson & Betcher. Later cement took the place of lime in building construction.

Street corner fakirs were very numerous, separating the gullible citizen from his cash, but with methods probably more crude than are followed in this day and age. Here is the description of the operation of one of them:

"The boys had a good time Tuesday buying jewelry. A queer looking chap, with a blue coat and big buttons, epaulets of red

woolen, long hempen, brick-colored hair, surmounted by a stove-pipe hat of forgotten date, and exclaiming through the streets: 'I am here to keep the Jews from robbing you at large!' drove a span of horses up in front of the Argus office and commenced selling United States money at a discount. He sold dollars for halves, these for quarters, these for dimes, and then gave the dimes away. Then he announced he would sell jewelry for a dime, and the peculiarity was that he gave the dimes back. Then he sold other kinds of jewelry for dollars, with the same peculiarity of giving the dollar back. Then he sold another line of jewelry for two dollars for every piece, with the peculiarity that he didn't give the two dollars back."

A curious phenomena was noted in connection with the river. Tremendous rains in northern Wisconsin so swelled the volume of water in the Chippewa river that the outlet was unable to discharge it and the water in Lake Pepin backed up, with consequence that the current flowed upstream for a few days. The stage of water here rose five feet in six days.

\* \* \* \* \*  
\* 1881 \*  
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The Red Wing Wagon Company was organized this year, and for more than a decade did a successful business manufacturing farm wagons, at the site now occupied by Sewer Pipe Factory B.

Fire engine houses were completed in the Third and Fourth Wards and put in service. A little later, one was built in the Second Ward. A new hook and ladder truck was provided.

The shoe pac factory of S. B. Foot & Company had become a prominent industry at this time. Shoe pacs were winter footwear, on the order of Indian moccasins.

A telephone franchise was granted, but several years elapsed before an exchange was established.

The houses were ordered numbered, the Philadelphia system of breaking numbers at the end of each block, starting a new hundred, being adopted.

A Farmers' Club was a real, live organization, meetings being held every two weeks to discuss matters of mutual interest, and being very largely attended.



An outstanding event of the year was the election of Gen. L. F. Hubbard as Governor of Minnesota, a position he filled most ably and acceptably for a period of five years.

Mrs. H. A. Hobart was elected president, and Mrs. E. S. Wright, secretary, of the State W. C. T. U., positions in which they served for fourteen years.

Twenty-nine liquor licenses were granted at this time, two held in grocery stores.

Ten and one-half street was made Tenth street; Tenth street was made Eleventh; Eleventh changed to Thirteenth; Twelfth to Fifteenth; and Thirteenth to Sixteenth.

The capacity of the La Grange Mills was doubled and rolls substituted for mill stones.

The Mystic Order of Seven, organized in the city at this time, was a rather unique organization. It consisted of seven active members, who might invite not to exceed seven visitors to attend any meeting of the society. It met on the seventh of each month, at seven p. m., and the session lasted for seven hours. The banquet consisted of seven courses, and members were forbidden to eat more than seven plates of one viand, drink more than seven glasses, smoke more than seven seven-cent cigars, or tell more than seven stories. Seven dollars and seven cents was the initiation fee, and the monthly dues seventy-seven cents. No person under twenty-seven nor over seventy-seven years of age, or who was the father of more than seven children at the time of his initiation, was permitted to join. Precisely at the expiration of the seven hours allotted for the session, the meeting was brought to a close.

The Gem City, a steamboat three hundred feet long, the queen of all floating palaces on the river, was placed in service.

Here are some retail prices quoted at this time: Loin steak, 10; round steak, 8; shoulder steak, 8; rib roast, 10; dried beef, 12½; corned beef, 8; ham steaks, 10; pork roasts, 8; veal steak, chop and roast, 10; sausage, cased, 10; lard, 10; salt pork, 10; bologna sausage, 10; summer sausage, 25; sugar cured hams, 15; spring chicks, 10; fowls, 8; turkeys, 12½; pike, 10; trout and white fish, 10; sweet potatoes (Jerseys), 5; potatoes, per bushel, 50; oysters, select, 40; bulk oysters, 45; butter, 15 and 25; eggs, 20; venison, 8 and 15; buckwheat flour, \$5.00.

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\* 1882 \*  
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At the beginning of this year, General Hubbard was inaugurated Governor of Minnesota. On this occasion, a special train was run from Red Wing to permit a large number of his fellow citizens to participate in the opening ball. The Governor named General S. P. Jennison as his private secretary, and he served the entire period Governor Hubbard was Chief Executive.

Another effort was made this year to provide a bridge across the river. A petition was circulated for an election on voting \$75,000 bonds for this purpose, but nothing came of the movement.

The leading catastrophe of this year was a conflagration on Easter night, which proved the largest in the history of the city since 1865. It started on Third street, near the middle of the block, between Bush and East Avenue, and before it was checked, destroyed practically everything from Centennial block, on Third street, to East Avenue, thence to Main, and on Main about half the distance to Bush. Every building in the intervening area was burned to the ground, except a brick block at Main street and East Avenue. They included the Turner's opera house, two livery stables, three stores, two tailor shops, and two residences. The loss was more than \$50,000, with insurance of less than one half that amount.

In June, a fire at the corner of Main and Bush streets, in J. L. Kellogg's drug store, caused a loss of \$12,000. In August, the Betcher saw mill was destroyed by fire, causing a loss of \$35,000. One September evening, there were three fires of incendiary origin, one of which destroyed the National Hotel, on the site of the present post office, entailing a loss of \$8,000.

The Red Wing Manufacturing Co., which for more than forty years was a prominent industry, began business this year, succeeding to a business established by D. C. Hill.

The Red Wing Paper Mills were incorporated, with a capital of \$50,000, but the project never materialized.

The Milwaukee train, leaving Red Wing at 3:28 P. M., arrived at Chicago at 7:00 o'clock the following morning, and one leaving at 10:30 P. M., arrived there at 2:00 P. M. the following day, almost sixteen hours for a journey now made in about nine.

House maids received twelve dollars a month.

Bonds in the sum of \$50,000 were voted to assist in the building of the Minnesota Central Railroad to Mankato, the company to "construct and forever maintain and operate an independent railway line and forever run freight and passenger trains thereon." Soon after the bonds were voted, work commenced on the line. The company was organized by leading citizens of Red Wing, Faribault and Northfield, with Gen. Hubbard at the head. The line was opened for traffic to Waterville toward the close of the year, and its operation undertaken by the Minneapolis & St. Louis Company, which extended it to Mankato.

Immediately upon the commencement of work on the line, the Milwaukee Company proceeded to parallel it with a line on the northerly side of the Cannon river to Northfield. This line never prospered, and ultimately the portion from Cannon Falls to Northfield was abandoned.

The pastor of a local church was charged with heresy. He admitted his conception of Old Testament history was not exactly orthodox, but he was permitted to withdraw from the denomination.

The liquor problem was a live issue even at this time. Rev. J. W. Hancock and Prof. H. B. Wilson engaged in a joint debate on a proposal for constitutional prohibition, Mr. Hancock favoring and Mr. Wilson opposing. Of course, the partisans of each claimed their man got the better of the argument.

On August 12, Dr. W. W. Sweney, who had been one of the leading citizens since the founding of Red Wing, passed away. His funeral was made the occasion for a general cessation of business, and an assemblage such as has seldom been witnessed here on an occasion of this kind.

F. A. Carlson was elected sheriff on the Democratic ticket, the first Democrat to hold a county office since Minnesota became a state.

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+ 1883 +  
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The main event of the year was the destruction by fire, on March 4, of the Diamond and Red Wing flour mills. These two industries, located on the levee, between Potter and Bluff streets, among the leading enterprises of Red Wing, were dis-



covered to be on fire almost simultaneously at midnight, leaving no doubt whatsoever of their incendiary origin. Both burned to the ground, with several intervening warehouses, entailing a loss of about \$240,000, with insurance of only one-half that amount. It was a very serious blow to the city for many years, as neither mill was rebuilt.

The successive conflagrations in the preceding year and the destruction of these two mills called attention to the necessity of providing better fire protection, and a system of city water works was decided on. Bonds in the sum of \$80,000, to defray the cost, were voted, and work commenced immediately on the system. From this time dates Red Wing's splendid water system.

An attempted lynching of a farmer, charged with killing another farmer, while the former was confined in the county jail awaiting trial, created no end of excitement one night. The officers succeeded in dispersing the mob after they had partially forced their way into the county jail, then located in the basement of the court house.

S. S. Grannis invented a clasp collar hook, somewhat like the hook of the old fashioned hook and eye, to keep in place detached collars, which were coming into use—evidently the forerunner of the elusive collar button.

The liquor license fee was finally advanced to two hundred dollars, after many vigorous attempts to effect an increase.

Dr. Clum organized a horse insurance company, but it was not successful.

Dr. P. E. Jones connected his office and home, five blocks apart, by a telephone. It was a marvel of the times and the talk of the town.

A. B. Stickney, who had been in charge of building the railroad to Mankato, proposed to extend the line into Wisconsin, building a combination rail and wagon bridge to cost \$225,000, the city to contribute \$100,000 of this amount. The proposition provoked much discussion, but nothing came of it.

The city at this time had assets of \$70,288, including \$12,288 of unpaid taxes, and outstanding bonds amounting to \$77,000.

The public school enrollment was 1,795, apportioned as follows: Central and High, 704; South, 129; East, 773; West, 189. Families were larger in those days.

The first roller skating rink in Red Wing dates from this year.

A. E. Welch Post, G. A. R., was organized.

The Casino, Red Wing's play house for two decades, was opened to the public.

The pay of day laborers was one dollar and twenty-five cents for a day of ten hours.

The Red Wing Ornithological Society was organized with Dr. G. W. Watson as president.

The Minnesota Stoneware Company was organized, its plant erected on west Main street, and operations commenced.

Company G, of the First Regiment, Minnesota National Guard, was organized, with A. P. Pierce as captain and E. A. Kempe and G. C. Davis as lieutenants. It continued to function until placed in service in the Spanish American War.

The Minnesota Elevator Company was organized, operating a large line of elevators. The company was short-lived, however.

The Mississippi Valley Industrial Association, which had been holding fairs for several years, was transformed into the Red Wing Industrial Association.

♦ ♦ ♦ ♦ ♦  
♦ 1884 ♦  
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The river was late in opening and the ice was unsafe for crossing. So a channel was cut for the operation of the ferry.

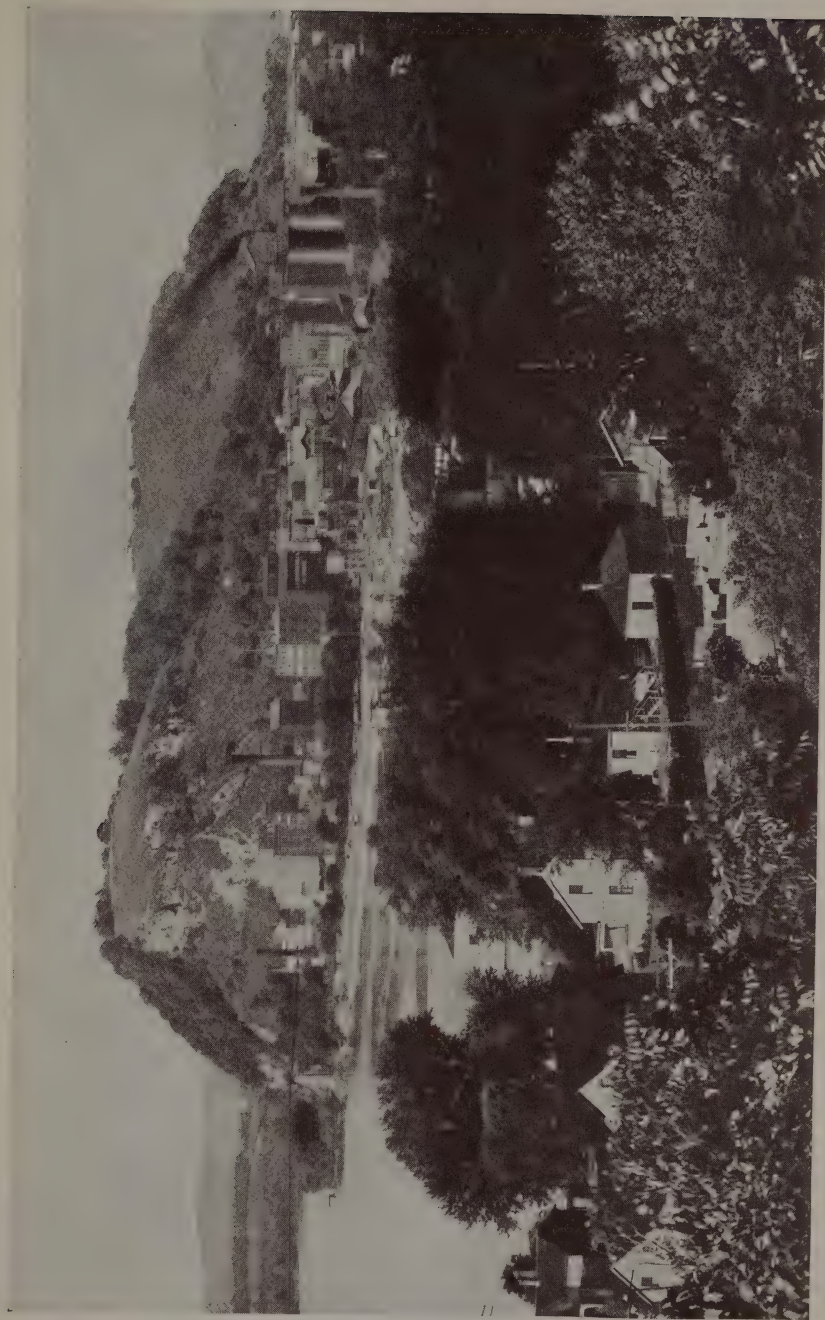
This year witnessed the establishment of the first hospital, the forerunner of the present City Hospital.

A telephone line to St. Paul was opened.

The liquor license was raised to \$500, while the beer license was placed at \$250.

The Red Wing Stoneware plant burned early this year, but was immediately rebuilt.

The council voted five hundred dollars aid to the sufferers in the cyclone which visited Rochester.



### PRESENT DAY RED WING

Taken from West Fourth street, showing Barn Bluff in its entirety.





In May was observed the twenty-fifth anniversary of the organization of the Goodhue County Sunday School Association.

The city water works were completed this year at a cost of \$78,000, with six miles of mains, and the results obtained at several fires fully justified the outlay incurred in connection with the installation of the system.

Liquor license fees were advanced to five hundred dollars for all kinds, and two hundred dollars for malt liquors only.

It was about this time that the lotus lily pond near the head of Lake Pepin was in the height of its glory. Large lilies of a yellowish hue covered an expanse of water over a considerable area, presenting a scene of floral beauty during the blossoming season which, once beheld, was never forgotten. The lotus bloomed in August, and for a few weeks the pond was the mecca of countless boating parties. The plant, a relative of the water lily family, was claimed to be related to the lotus of the Nile. Along the Mississippi, it was found in a number of places, but in none more beautiful than here. Various claims were made as to the origin of the pond here but the probabilities are that the Indian tribes planted lotus lilies near their homes, as the Indians used both the root stock and the seeds for food. Today the bed has wholly disappeared, despoiled by visitors, who were not content to pick the blossoms but pulled out the plants by the roots, killing the goose that laid the golden egg.

There was trouble with bawdy houses on the island, trouble which has occurred periodically ever since.

In compliment to Governor Hubbard, Company G was re-named the Hubbard Guards.

The Minnesota Central Railroad was taken over by a new corporation known as the Wisconsin, Minnesota and Pacific.

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\* 1885 \*  
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The first creamery established in Red Wing was opened for business.

Agitation for a soldiers' monument began again at this time, but did not bear fruit until many years had elapsed.

B. B. Herbert was chosen the first president of the National Editorial Association, which was organized mainly as the result of his efforts.

The fire department was reorganized, the companies being limited to fifteen members each, and the selection of chief and assistant transferred from the department to the city council. C. J. Kempe was the first chief under the reorganization. Men were employed to sleep in the fire houses to assist in getting a quick start on night alarms. It was necessary to haul the apparatus to fires either by hand or by teams, which were not always readily available.

Firemen's tournaments were very popular. There were contests between the Red Wing companies and the companies of other cities to demonstrate the efficiency of the fire laddies in making runs, laying hose, and completing connections ready to work at fires. Some really remarkable records were made on a number of occasions, and Red Wing was frequently a victor.

Bicycles were just coming into use. Five were owned in Red Wing.

The census gave Red Wing a population of 6,870.

A sewerage system was provided, the plan being made by a sewer engineer, and some work done along the lines established thereby.

Chinch bugs made their first serious invasion of the wheat fields this year, and for several years thereafter did very heavy damage, finally resulting in the introduction of diversified farming in place of exclusive wheat raising.

On October 12 appeared the first issue of the Red Wing Daily Republican, the first daily paper regularly issued. It was a sheet of four pages, six columns to a page, and its publication was looked upon at the time as a rather daring venture. But in spite of early vicissitudes, it continued to grow in size and circulation and became a powerful factor in the upbuilding of the community, a position it still holds.

The water board dates from this year. The water works being completed, the first board of water commissioners was named, consisting of F. Busch, T. K. Simmons, W. Robson, F. W. Hoyt, F. B. Howe and D. Densmore.

The band gave concerts in the city park, one each week, for ten dollars a concert.

In 1885, on the occasion of his last visit to Red Wing, Rev. Peter Akers, one of the early outstanding Methodist divines of



Red Wing, made a prophecy that from 1891 to 1941 every effort would be made to destroy Christianity. In the latter year would come the first resurrection.

The special delivery of mail was inaugurated this year.

Succeeding Clum's Carthartic, the manufacture of Golden Tonic Stomach Bitters and the great American Germicide was carried on here for a time but with no great success.

Will Newton was winning laurels throughout the county as a fancy bicycle rider on the old high wheeled machine.

There was agitation for a new depot but twenty years passed before this improvement was secured.

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\* 1886 \*  
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There was an excursion on the river on January 1, with music by the Red Wing band, but, a few days later this section experienced the heaviest snow storm in years. The fall was so heavy it caused the roof of the Gladstone block, on Bush street, then nearing completion, to collapse, carrying everything with it into the basement. Several days time was required for the citizens to dig themselves out of the drifts.

The completion of a fire alarm system, with a dozen boxes, gave additional safeguard in the case of fires. The fire bell, which had been located on a tower down town, was moved to the cupola of the court house.

This year the running time of trains between Chicago and Minneapolis was shortened to twelve hours. That is only two hours more than the time consumed at this date with equipment far more efficient than was possessed at that time.

The present county jail was constructed. For those times it was considered one of the most modern in the entire northwest.

There was some excitement over a rumor that the Northwestern Railroad Company proposed to build from Zumbrota to Ellsworth, Wisconsin, to connect two sections of this system. A determined effort to secure the accomplishment of the project was made by the citizens, but nothing came of it.

The firemen wanted the fire apparatus equipped with runners for winter use. It took seven years for the council to provide them.

There was a surprise gift to the city when one hundred and fifty dollars of the five hundred dollars contributed to the Rochester cyclone sufferers was returned.

The Aurora Ski Club was organized with C. H. Boxrud as the first president. From this time really dates the introduction of this sport into America from the Scandinavian countries where journeying on skis was a matter of necessity as well as of pleasure. Red Wing has every reason to claim the honor of being the birth place of skiing on the American continent.

In the fall B. B. Herbert was the Republican nominee for Congress, but he was defeated at the polls.

The first electric light plant to be established in the city was built at this time.

During this year the Duluth, Red Wing and Southern Railroad Company was incorporated for a more ambitious program than had been outlined for the Red Wing and Iowa Railroad Company, then in existence. It was proposed to build a line from Duluth, via River Falls, to Red Wing, thence to Zumbrota, Owatonna, Albert Lea, and through Iowa to Sioux City. It was a large undertaking and had it been consummated would have meant great things for the future of Red Wing. Prominently connected with this enterprise were F. W. Hoyt, T. B. Sheldon, Charles Betcher, L. F. Hubbard, S. B. Foot, of Red Wing, with leading citizens of the other towns interested.

The close of this year marked the termination of the incumbency of General Hubbard as Governor of Minnesota. A little later, commenting on his administration, General J. H. Baker wrote:

"Few men have retired from the position of governor who were held in as high regard and esteem by the people of the state as Governor Hubbard. His practical good sense, the important measures he proposed and achieved, the steadiness and cleanness of his administration, his open and manly nature, all conspire to give him an elevated place in the affections and memory of the people of Minnesota."

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\* 1887 \*  
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St. Paul's English Lutheran Church was organized.

A new city charter taking effect, for the first time the council elected a president and a vice president, the mayor no longer presiding at council meetings.

B. A. Olson and G. A. Carlson were tied in the vote for alderman from the Third ward. In the drawing of lots Mr. Olson won.

Bonds in the sum of \$50,000 were voted for the proposed new railroad, \$25,000 when the road was completed to a point sixteen miles south of Red Wing and \$25,000 when construction had reached some point in Pierce County, Wisconsin, "continuously and across the river." The latter \$25,000 was never claimed.

In the fall the streets were for the first time lighted by electricity, under the first contract for electric lighting. The city paid one dollar a month for sixteen candle power lights and forty cents a night for two thousand candle power arcs, to be operated on the moonlight schedule, and not to burn later than twelve o'clock midnight. All good citizens were supposed to be at home by that hour.

J. M. Hodgman, John Friedrich, and S. J. Hasler were prominent citizens who died this year.

The church of St. Peter's Norwegian Lutheran congregation, at Bush and Seventh streets, was consecrated early in the year.

The public school facilities were increased by the building of a high school building at Sixth and North Park streets, the present Washington school.

All houses, not previously so equipped, were ordered numbered immediately, preliminary to the establishment of free delivery of mail.

In October, President and Mrs. Cleveland made a brief stop here, enroute to the Twin Cities. They were the recipients of some specimens of stoneware, produced at the plant of the Red Wing Stoneware Company.

The site for the City Hall was purchased for \$5,400 after a long, drawn-out contest, when at one time a large portion of this property could have been obtained as a gift.



This year witnessed the beginning of a long contest for the location of the State Reform School, now the Minnesota State Training School, here in Red Wing. When it was decided to remove the school from St. Paul, where it was then located, Red Wing won out, largely through the indefatigable efforts of Hon. Peter Nelson, then State Senator, and a site was selected on the brow of the hill, just beyond the County Farm in Burnside. Members of the Board, then managing the institution, placed every obstacle in their power in the way of removal, and in the fall a committee of one hundred indignant citizens journeyed to St. Paul and called on the Governor for action. He neglected to take any action in justice to Red Wing, with the result that the whole matter was injected into the political campaign the following year, contributing in no small measure to the defeat of Governor McGill for a second term.

The Burlington road began surveys for a line from below Hager, across the river, into Red Wing on the south side of Barn bluff, but nothing ever came of the project.

Colonel Colvill was named by President Cleveland for register of the land office at Duluth.

We see the beginning of a public library this year in the establishment of a reading room in the block at Third street and West Avenue.

An organization which contributed materially to spreading abroad the fame of Red Wing at this time was the Red Wing Cornet band. This organization won first prizes in band tournaments against very strong competition, one at Milwaukee, two at Rochester, and one at the Minnesota State Fair. It was maintained for several years and gained Red Wing a great reputation. The band was under the leadership of Chas. E. Wilcox with Geo. D. Ashelman as drum major and numbered the following members in addition to these two:

A. B. Morgan	George Landeck	Fred Wilcox
L. F. Champlin	William Kinney	
C. W. Melander	George W. Hawkins	J. B. Melander
L. P. Follett	Charles Wickstrom	
William J. Schindler	Victor Erickson	
James Webb	Miner Wilcox	

During the period the organization was achieving fame abroad, it gave twelve park concerts here for which they received \$168.00, less than one dollar a man for each concert.

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\* 1888 \*  
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In February was held the first combined carnival and ski tournament, the fore-runner of many others. The tournament drew a large attendance from all over the northwest, and firmly established skiing as a winter sport in the north.

There was complaint even at this time of the dumping of sewage into the Mississippi river by the Twin Cities, a situation which has not been improved to this day. The water supply of the water works system was being obtained direct from the river. It was not fit to be used for household purposes unless boiled, and the council promised to take steps to purify the water "as soon as the finances of the city permitted." That proved to be a long time in the future.

Park concerts were discontinued, the city attorney ruling that the council had no authority to appropriate money for this purpose.

Apparently some folks had been making use of cemetery lots without paying for them—and they only cost six dollars each in those days—so steps were taken to make the delinquents produce the necessary money.

Herman Hanisch became city sexton, in which capacity he served forty years.

This year the La Grange Mills was the first large mill to be equipped with the new method of bolting by the centrifugal reel, discarding the last of the stones.

A contract was let for building the new line of railroad from Red Wing to Albert Lea, but operations never extended beyond Zumbrota, to which point the track was completed early the following spring. The inability to raise funds to carry out the project, as originally planned, was responsible for this, although very strenuous efforts to that end were made for several years.

The gas company took over the electric light company at this time, making one corporation of the two, under the name of the Red Wing Gas & Electric Company.

The river stage, early in the year, was reported the highest in many years. It was a season of numerous storms and much

damage was done by the floods, not only in Red Wing, but in the surrounding country.

During the excavation in progress for the new railroad, a tusk of a mastodon, measuring six feet in length and nine inches in circumference, was dug up near Hay Creek.

The dairying business got a good start at this time.

The first vestibule train appeared.

In the graduating class of the High School this year there were six girls, no boys. Up to this time a total of one hundred and one had graduated from the Red Wing school.

The Knights of Labor were organized.

In the fall of the year, Red Wing was honored by a visit from Frances E. Willard, national president of the W. C. T. U., of which Mrs. H. A. Hobart was state president.

A summary of the business of Red Wing manufacturers, at the close of the year, showed \$461,000 paid out in wages to 1,049 employees, and the value of the manufactured products was placed at \$1,611,000.

✦ ✦ ✦ ✦ ✦  
✦ 1889 ✦  
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This year marks the location here of the first of eight physicians, who, in 1933, were still in active practise here. Dr. J. V. Anderson came here at the close of 1888, after being located for a time at Kenyon. In 1894 came Dr. A. W. Jones, in 1899 Dr. M. W. Smith and Dr. Grace Gardiner Smith. In 1902 came Dr. L. E. Claydon, Dr. M. H. Cremer and Dr. A. E. Johnson.

The free delivery of mail was inaugurated, with three carriers.

Steam heated passenger cars were put into service for the first time.

After a strenuous contest in the Legislature early in the year, the State Reform School was definitely located at Red Wing, and a new site selected, the one occupied at present on East Seventh street. The first site chosen was four miles west of the city. Building operations began soon afterwards.

Passenger service to Zumbrota was inaugurated on May 7.



After nineteen years of service, O. Whitman retired from the position of Superintendent of Public Schools.

The first steps towards the building of the Red Wing Lutheran Ladies' Seminary were taken.

A path was constructed to the summit of Barn bluff, largely through the efforts of C. C. Webster, and for many years this was known as Webster's Way.

As the preceding year had been one of a high stage of water, this year proved one of the lowest, even though there were heavy rain-falls through the summer. In the fall the stage was the lowest since 1863, registering sixteen and one-half feet below the high water mark of 1880.

There were fifty-five thousand crossings tabulated this year on two ferries operated across the main channel.

Economy in public expenditures was in the air again. The salaries of all city officials were reduced, and the police force cut to three, including the chief.

Banks were paying five per cent interest on time deposits.

The first board of trustees of the city cemeteries was named. It consisted of A. H. Boxrud, E. T. Howard, J. F. Oliva, C. A. Betcher, D. Densmore, and O. D. Anderson.

Two justices of the peace died within a year, A. D. Hoyt and F. Joss, who was named to succeed him.

The city fathers had their troubles with the Salvation Army. A council resolution pronounced their processions a public nuisance because of the use of drums, tambourines and horns. An ordinance was passed forbidding their use but in spite of this the Army adherents persisted in parading. Arrests were made and all sorts of entanglements followed. After a few years, the aldermen decided the wisest thing to do was to leave them alone, and all excitement subsided.

The lime and stone business boomed. The Twin City Lime & Cement Co. built four kilns back of Barn bluff, and G. A. Carlson erected six new kilns below Seventh street, opposite the entrance to Memorial Park, in which he planned to use oil for burning the lime.

## THE DECADE OF CIVIC WORKS

+ + + + +

+ 1890 +

+ + + + +

A pontoon brige across the river, to cost \$10,000 was planned, but the project was never completed.

Several artesian wells were drilled, and for a time there was serious consideration of their use to furnish power for industries.

Ten thousand tons of ice were put up, to supply Red Wing's cooling needs for a season. The crop was harvested from the river.

A war among the railroads resulted in a three dollar rate to Chicago.

The council at this time consisted of seven Germans, one Norwegian, and one Swede.

A storm in June practically obliterated the new railroad line to Goodhue, and traffic was entirely suspended for several weeks while the necessary repairs were made.

A new ferry was built, twenty by seventy feet in size, capable of accommodating six teams. The old ferry could only hold four. When this was placed in service, the ferry operating from the foot of Broadway was discontinued, and only the Bush street ferry operated.

More than six hundred people attended the annual meeting of the Goodhue County Bible Society, held at the Opera House.

Throughout the season, work was continued on the new State Reform School, now known as the Minnesota State Training School for boys. The cornerstone of the main building was laid in May, and several of the other structures gotten under way, as well.

In May, T. K. Simmons, for thirty-five years one of Red Wing's most prominent citizens, passed away.

This year marked the beginning of the recognition of Wacouta as a summer resort, several of our people building summer homes at what is now known as Wacouta Heights.

In July, on Sunday the thirteenth, occurred the greatest disaster in the history of the community. The steamboat, Sea

Wing, and barge, took an excursion party of two hundred to Camp Lakeview, where the First Regiment (in which Company G of Red Wing was included) was encamped.

The day was intensely hot, with low barometric pressure. From about five o'clock p.m., for over two hours, storm indications were visible to the northwest and north. Captain Wethern, in charge of the boat, although the skies were threatening, believed it safe to venture out, and the boat, with all the excursionists and some others on board, set out from Lake City, on the return, a little past eight o'clock.

The storm gathered very rapidly, and the wind was blowing, by signal service measurement, sixty miles an hour.

When near the middle of the lake, three miles above Lake City, the Sea Wing was suddenly completely capsized by the wind. A cry was heard, "cut the barge loose," and a deck hand on the boat cut the ropes which bound boat and barge together; they soon drifted apart and later were separately driven toward shore. The people who were upon the barge were all saved. Life preservers had been pointed out to passengers and many had put them on before the boat capsized, but some had not done so. Many were imprisoned in the cabin, and some were otherwise so caught, or injured, that they were unable to escape. Planks, boards, life-preservers, chairs, etc., were floating about, and many saved their lives by securing some of them. The thick clouds made the night so dark that only by lightning flashes could one see to gain help, or to render any. Many deeds of heroism were done among these people suddenly hurled into the waves. Men able to swim supported others, until they could be drawn upon the wreck, or could pick up some plank or life-preserver, or even swam with them until picked up by rescuing skiffs. The efforts of swimmers, and the wind and waves, landed them at widely separate points, two boys even getting to shore on the Wisconsin side.

When the barge grounded, men jumped out and hurried through the surf to the shore, and then ran to Lake City and to Camp for help. Skiffs and men were obtained and scores of young men from Lakeview. The skiffs were vigorously employed in picking up the survivors and bringing off those who were still alive on the wreck. The night was spent in the rescue of the living and the recovering of the dead.



The steamer, Ethel Howard, Captain J. G. Howard, arrived at Red Wing about six o'clock, Monday morning, with forty-two bodies of the dead, and the steamer, Nettie Durant, followed with eight others about noon.

Later, on Monday, the steamer Luella, Captain Antoine Rocque of Wabasha, a powerful raft-boat, on her way down, came opposite the scene of the disaster. Captain Rocque made his raft fast to the Wisconsin shore, steamed across the lake, and placed himself, boat and crew, under the direction of those in charge of the search for the lost. It was through his labor, continued all day and until nothing more remained for them to do, that the wreck was pulled so near to shore, and under the force of the Ethel Howard also, so pulled to pieces that the cabin could be opened and the whole wreck thoroughly searched, in the course of which fifteen other bodies were found and sent to friends at Red Wing.

The lake was vigorously patrolled on Tuesday, and dynamite was employed in the hope of raising the bodies. Only one body was recovered, however.

On Wednesday the same watch for floating corpses was maintained. The passing of the steamer Menomonee over the place of the disaster caused one of the bodies to appear, and the services of the boat were bespoken to endeavor to raise the others. She continued her movements with such success that thirty-one more, making all of the victims but one, were recovered, and sent to Red Wing. The last, the ninety-eighth body, was found Thursday morning.

Through Monday the work upon the shore, at the scene of disaster, was mainly in the hands of the officers and men of Company G, Captain C. A. Betcher, the citizens of Lake City, and other members of the soldiery from the camp. During subsequent days the people of Lake City and the soldiers assisted, operations being then in charge of a force sent by the Red Wing City Council.

In Red Wing, business was practically suspended for four days. Upon the arrival of the remains of victims, they were taken in charge by the coroner until properly identified, and then delivered to the relatives, friends, or association claiming them for burial. Funerals began Monday evening and continued through that and three following days. The tolling of bells was almost incessant, and some funeral procession was travelling the streets every hour.

The interments in Red Wing were: Three on Monday; forty-four on Tuesday; fifteen on Wednesday; and nine on Thursday. Thirty were laid to their rest in Oakwood cemetery; thirty-three in the German Lutheran; and eight in the Catholic cemetery.

On July 25, grand, yet simple, solemn, yet comforting, memorial services were held at the city park. Floral decorations were most abundant, probably the most beautiful ever seen in the city. The speakers' stand was hung with black and white draperies, garlands and wreaths, and in front stood an obelisk twenty feet high, containing the names of the victims of the disaster. Seats had been provided for twenty-five hundred people. They were all filled and hundreds stood beside. Large delegations were present from all the surrounding towns.

The services were opened by Hon. E. T. Wilder, and proceeded in the following order:

Invocation, Rev. J. W. Hancock; reading of resolutions, Hon. F. M. Wilson; reading of messages, Ex-Governor L. F. Hubbard; Hymn—"Rock of Ages," chorus; oration, Gen. S. P. Jennison; selection—"The Chapel," Company G Glee Club; address, Hon. W. C. Williston; Hymn—"Lead, Kindly Light," Mrs. C. H. Crouse and choir; address, Hon. Wesley Kinney, Lake City; Hymn—"Låtom oss for Herran glädjas," Swedish Lutheran Choir; address, Hon. O. M. Hall; Hymn—"In the Hour of Trial," Company G Glee Club; address, Rev. W. C. Rice; Benediction, Rev. J. Wynne Jones, Lake City; Doxology.

For more than ten years following, it was impossible to interest the people of Red Wing and vicinity in any river excursion.

Preliminary to the building of a city hall, which, by the way, was not to materialize for another decade, the council sold the site of the First ward engine house on Third street, between Plum and Bush, and moved the engine house to the Bush street side of the half block on Fourth street, which had been acquired for a city hall, and placed \$2,000 in a City Hall Building Fund. But long before that building was erected, other uses were found for the fund.

Mayor Howe resigned on account of his removal from the city and W. H. Putnam was chosen to succeed him.

The census this year gave Red Wing a population of 6,294, and the county was accorded 28,783.

At the November election, Hon. O. M. Hall was chosen a member of Congress, a position he filled most creditably for two terms. It was an exceptional distinction for a Democrat to be elected from this district at that time.

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+ 1891 +  
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This year witnessed the completion of the buildings of the Minnesota Reform School and their occupancy.

The Choir Boys Associated Work, fostered by the Boys' Choir of Christ Church, which had been organized in 1877, under the leadership of Dr. C. N. Hewitt, opened a public reading room and gymnasium on Plum street, which was maintained for several years, a welcome gathering place for young folks.

The Red Wing Hospital Association was organized, succeeding the voluntary organization of women who had supported it up to this time, with these officers: Mrs. S. B. Foot, president; Mrs. T. B. Sheldon and Mrs. C. J. F. Smith, vice presidents; Mrs. T. K. Simmons, treasurer; Miss Helen Graham, secretary.

The council gave the hospital a grant of five hundred dollars the first year.

The school enrollment at this time was one thousand five hundred and seventy-five, and the annual school expenses, \$20,200. Twenty-nine teachers were employed.

There was a small-pox scare and at one time the doctors vaccinated more than four hundred.

No fair was held this year. The grounds in West Red Wing were retained for a time as a driving park, but the season of old-time fairs for Red Wing seemed ended.

A war on the English sparrows was started, but the results obtained were hardly worth while. The city marshal was instructed to use a shot gun in the war of extermination, but he soon gave up the job. There were too many sparrows.

After mature deliberation, by order of the council the war on English sparrows was "indefinitely postponed."



Tax reduction was a leading issue, and councilmen cut the levy for the city purposes from \$29,000 to \$15,000. The next year it was found necessary to add another thousand.

An important event was the inauguration of the sewer pipe industry in the establishment of the Red Wing Sewer Pipe Works, at Main and Jackson streets. Ever since the manufacture of stoneware had been started, there had been talk of other clay working industries. This was the first practical realization of these hopes.

The government established a weather signal station in Red Wing, primarily to inform river men handling rafts what the weather probabilities were before they entered Lake Pepin. This station was maintained here for several years.

Hon. W. C. Williston was named Judge of the District Court, by appointment of the Governor, and Hon. F. M. Wilson succeeded him as city attorney.

A Soldier's Monument Association was organized and steps were again taken to build a monument in memory of the Civil War veterans.

Hon. Chas. McClure, E. L. Baker, W. W. DeKay, C. Cogel, and C. C. Graham were prominent pioneers who passed away.

The first school house in Red Wing, standing at Fourth and East Avenue, was torn down.

The cultivation of flax as a major crop was commenced.

The need of more school room culminated in the building of the Hancock School building, on Twelfth street, to take the place of the old South school, at South Park and Fifteenth streets.

Baseball was a leading sport this year and the year following, the Red Wing Crescents proving one of the strongest amateur teams in the state. The game was played under new rules now, and scores of fifty-two to forty-five from an earlier day were reduced to twelve to five.

A project for a street railway was inaugurated, but never consummated.

Teutonia, a German weekly, published by Herman Risch, appeared at this time. Its publication was continued for about twelve years.

Differences which had arisen in the school board culminated in the passage of a legislative enactment which retired the old school board and provided for the election of the board members at the annual city election. Heretofore, the school elections had been entirely separate from the city elections, the members being chosen and annual reports made at school meetings in July. The first board under the new order consisted of E. H. Blodgett, H. S. Rich, D. C. Hill, F. J. Linne, A. J. Meacham, Peter Kempe, and A. H. Boxrud.

The Daily Independent was launched as a second daily paper, but it was short lived.

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♦ 1892 ♦  
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This year marks the entrance of E. S. Hoyt into the position of manager of the Minnesota Stoneware Company. He has been actively connected with the stoneware industry in Red Wing ever since in the capacity of its guiding director.

An epidemic of la grippe, so called, early in the year, awakened general attention and caused no little discomfort.

Churches were dedicated by the German Methodist congregation, at West Avenue and Seventh street, and by St. Paul's English Lutheran congregation, on West Avenue, between Third and Fourth streets.

The North Star Stoneware Company was organized and a plant built, for a time giving Red Wing three factories devoted to the production of stoneware.

Steps were taken to establish a public library.

These were times when politics was a serious business. Four parties were represented in the field with tickets—Republican, Democrat, Prohibition, and Peoples.

The graduating class of the Red Wing High School numbered four young women.

F. W. Hoyt, a leading citizen for many years, passed away, as did W. E. Hawkins, another pioneer.

Work was begun on the second sewer pipe plant, on the Featherstone road, known at that time as the John H. Rich Sewer Pipe Works.



JOHN H. RICH PARK



T. B. SHELDON MEMORIAL AUDITORIUM





Company G, in a body, visited the World's Fair at Chicago.

The building record for the year totaled \$458,000.

Dr. Hewitt, as Secretary of the State Board of Health, was engaged here in the manufacture of vaccine for small pox.

Mrs. Julia B. Nelson was chosen president of the State Woman Suffrage Association.

Two of every seven entitled to vote did not exercise the right of suffrage.

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\* 1893 \*  
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The year 1893 signalized the commencement of the agitation which finally resulted in the building of the high wagon bridge across the main channel of the Mississippi. Sentiment was aroused concerning the necessity of some more modern means of communication with Wisconsin than then existed, and visits were paid to other points, plans discussed, and the public interest generally awakened.

The success of the clay working industries led to various projects for making paving brick and sidewalk blocks, but none of these projects were ever carried to consummation.

Red Wing was strongly represented this year at the Chicago World's Fair.

Early in the year took place the formal opening of the John H. Rich Sewer Pipe Works with a grand ball.

The equipment of the fire department was further augmented by the acquisition of a horse hose wagon.

The railroad to Mankato passed under the control of the M. & St. L. Ry.

An epidemic of diphtheria took twenty-one lives.

Six skeletons were unearthed in the course of excavations in the Betcher addition, formerly the fair grounds.

G. A. Carlson claimed his process of burning lime, by using gas made from coal and water, was a success. His experiments had been so expensive, however, that the process was not long used.

The school tax totaled \$21,500, of which \$17,500 was for teachers' wages. Salaries of school teachers ranged from \$405 to \$475 a year.

The weather station, maintained here by the government, was discontinued in the fall.

The cornerstone of the Ladies' Seminary was laid on May 1.

The remains of Bishop Welles were reinterred back of the chancel of the Episcopal Church, having been brought here from Milwaukee, where the first interment occurred. They rest alongside the remains of his wife, who died while the Bishop was rector of Christ Church.

A festival to raise funds for a soldiers' monument was held on September 5, at the home of Charles Betcher.

There were twenty-one creameries and seven cheese factories in the county at this time. Today there are eighteen creameries and seven cheese factories in the county.

The first Library Board of Directors was named. Its membership included D. M. Neill, Geo. H. Cook, C. L. Opsal, W. E. Taylor, H. B. Lovgren, R. L. Grondahl, A. R. Brink, C. E. Friedrich, and C. O. Forsell.

"No smoking" was the edict for council meetings, applying to both aldermen and spectators.

The people got all "het up" over the proposal of requiring non-combustible sidewalks within the fire limits, but after a warm contest the edict went forth and so satisfactory were the results that the order was soon extended to cover the entire city. Clay blocks, brick, and other materials were tried, but in the end, concrete became the only material used. Up to this time all sidewalks were wooden, and required replacement every few years.

Bob sleds were provided for the winter use of the fire department.

There was an unemployment problem at this time, the general depression working great hardship in some quarters. Entertainments were given to raise funds to assist the needy.

In September the sash and door factory of the Charles Betcher Lumber Co. was destroyed by fire, entailing a loss of \$35,000. It was immediately rebuilt. A little later the old Bluff Saw Mill, which had not been used for some little time, burned.

Free text books were, to a limited extent, introduced in the public schools.



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\* 1894 \*  
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The bridge across the river was the big event of this year. Sentiment was at fever heat, some supporting a combination wagon and railroad bridge, and others equally strenuously favoring a wagon bridge. The council decided in favor of the latter, and at an election in February, by a vote of 1,353 for and 256 against, bonds in the sum of \$70,000 were voted to construct a wagon bridge. Following the election a celebration was held, at which more than one thousand Wisconsin farmers were present. As soon as the contracts could be properly let, construction work began and continued into the following year.

The Northwestern Endowment and Legacy Association ceased doing business.

The John H. Rich Sewer Pipe Works were awarded a contract to furnish \$80,000 worth of sewer pipe for a sewerage system to be installed at Boone, Iowa. The pipe went forward in train loads.

This was the year of Coxey's army, and fifty-four of the company came to Red Wing on their journey to Washington.

The city hired offices on Plum street, near Third, after being located for many years on the second floor at the corner of Bush and Third. They remained in the Plum street location until the city hall was occupied.

The formal opening of the Ladies' Seminary took place in the fall, with fifty pupils enrolled.

Mrs. Julia B. Nelson was a candidate for county superintendent of schools, and it is claimed that she would have been elected if the women who could then vote in school matters had turned out and supported her.

During the fall of this year a partial combination of the Red Wing and Minnesota Stoneware Companies was effected under the name of the Red Wing Union Stoneware Company, a joint selling agency being established.

The Red Wing Commercial Club was organized with John H. Rich as president. It was housed for a time in a private residence at Fourth and Pine streets, later removed to Gladstone block, then to the fourth floor of the Goodhue County Bank

building, and from there to the present location, where it is conducted as the Chamber of Commerce.

There was something queer about the election of a health officer. On an informal ballot, Dr. A. L. Clum received six votes, and Dr. H. L. McKinstry, one vote. On the formal ballot, their positions were reversed, and Dr. McKinstry was elected.

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✦ 1895 ✦

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This year witnessed the establishment by the Red Wing Printing Co. of Nordstjernan, a Norwegian weekly paper, the publication of which was continued for a few years. The paper was under the editorial charge of Jens K. Grondahl, who has ever since been actively connected with the Red Wing Daily Republican, and the Red Wing Printing Company, in direct charge for more than thirty years.

Work commenced on the new Swedish Lutheran Church, now the First Lutheran Church.

The census gave Red Wing a population of 7,675.

The railroad line to Mankato was taken over by the Chicago Great Western Company. The decline of steamboating was evidenced by the fact that whereas Red Wing had formerly been visited by at least two packets daily, now there were only two arriving weekly.

A big event of the year was the opening of the high bridge for travel on May 1. There was an immense celebration, participated in by residents of Red Wing and Pierce County. The bridge embraced two ninety-four foot and one three hundred and thirty foot spans. Two toll keepers were employed, each to receive forty dollars a month. There were twenty-five applicants for the jobs.

The curfew ordinance was enacted.

Thomas A. Thayer was named station agent of the Milwaukee Company, a position he has now filled for thirty-eight years.

Bicycle riders were forbidden to ride the sidewalks within the fire limits, and required not to exceed six miles an hour in speed. Their vehicles must have a bell, and a lamp for night use.

The fortieth anniversary of the Baptist Church was observed.

This year, S. A. Hart died. He had been a resident of the county since 1853, county surveyor for many years, and leader of the choir of the M. E. Church for twenty-eight years.

The use of Red Wing sand for filtering purposes was first experimented with and proved very successful.

Farm lands in the county increased in value from fifteen to forty dollars an acre during the period from 1887 to 1895, due in a large measure to the adoption of diversified farming, and dairying.

Wood was the common fuel, and the wood market had been located along the streets all over the business section. This proved an interference with traffic, and a wood market was established on the property which is now the location of the city hall.

Here are some prices, quoted at this time: Wheat, 56 cents; oats, 27 cents; potatoes, 60 cents; eggs, 8 to 10 cents; butter, 15 cents; flour, \$2.00 a hundred; beef, live, 3 cents.

Employees at the sewer pipe works receiving twelve and one-half cents an hour, wanted fourteen cents for a nine hour day or twelve and one-half cents for a ten hour day.

The city superintendent of schools received fifteen hundred dollars a year; the high school principal, twelve hundred dollars.

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\* 1896 \*  
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The wagon bridge receipts for the first nine months totaled more than \$5,500.

A selling agency combination of the two sewer pipe companies was effected.

Phonographs were coming into use to some extent at this time. Naturally they excited general interest and were looked upon as a marvelous invention.

The bank deposits totaled \$719,000.

The North American Telegraph Company entered the city.

There was a rush for admittance to citizenship at this time, a new enactment requiring full citizenship before one could vote.



Previously all who had declared their intention of becoming citizens had been permitted to exercise the right of suffrage. At one term of court two hundred and ninety-four were admitted to citizenship.

The High School enrollment was one hundred and forty, more than twice the number enrolled ten years previous.

George Wilkinson, a prominent pioneer, and Rev. S. Bolles, a pioneer minister, passed away.

The live stock interests of the county showed a material increase, having more than doubled in twenty years, resulting in a twenty per cent reduction in the area devoted to cultivated crops.

When a couple, residing in East Red Wing, were divorced, and the judge ordered an even division of the property, the husband accommodatingly cut the homestead in two with a saw and axe, in some cases even dividing rooms.

The voluntary Red Wing Hospital Society was reorganized, with a board of nine men and nine women, the men to look after the financial affairs and the women to conduct the hospital. This action was taken preliminary to securing a new hospital. These officers were chosen: President, E. H. Blodgett; vice president, Mrs. S. B. Foot; secretary, H. L. Hjermstad; treasurer, C. A. Betcher.

This was the year of the "sound money" campaign, with the Republicans supporting William McKinley; the free silver Democrats upholding W. J. Bryan; and the gold Democrats back of General Palmer. It was the most warmly contested election in two decades, but the Republicans carried Red Wing and Goodhue County by the largest majority in their history.

Road improvement was a prominent topic of discussion, but nothing really worth while was accomplished.

A visitor to the city was T. V. Powderly, national head of the Knights of Labor, the predecessor of the American Federation of Labor.

♦ ♦ ♦ ♦ ♦  
♦ 1897 ♦  
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After faithful service for almost a quarter of a century as its secretary and executive officer, Dr. Chas. N. Hewitt was succeeded as Secretary of the State Board of Health. In his history of Minnesota, President Folwell, of the State University,

designates Dr. Hewitt as one of the twelve apostles of Minnesota. "During his long years of service, contending with general ignorance, professional indifference, and legislative parsimony, the doctor's labors were not without appreciation. His handling of epidemics compelled professional admiration and public approval. His writing made him widely known at home and at length abroad. He aided in organizing the American Health Association and became its president. He was made a foreign associate of the Society of Medical Affairs of England and of the Society of Hygiene of France. His college conferred on him the degree of Doctor of Laws. Charles Nathaniel Hewitt is hereby written down as Minnesota's apostle of public health."

A proposal for the construction of a bicycle path along the highway between Red Wing and Lake City, awakened a storm of protests, from the farmers especially, who maintained the bicyclists were frightening horses. Eventually the path was constructed at an outlay of one thousand dollars.

The old firm of S. B. Foot & Company was converted into a corporation.

Tams Bixby, who for many years had been prominent in the affairs of the community, and was at this time private secretary to the Governor, was named a Commissioner to the five civilized tribes of Indians, in Indian Territory, now Oklahoma.

The first white ware was made at the stoneware plants.

The graveling of streets and the paving of gutters was at this time actively undertaken.

G. R. Sterling and Wm. Danforth were among the prominent pioneers who died.

A telephone line was opened to Zumbrota and another planned to Ellsworth. Telephone construction became general.

Sponsored by the Red Wing Commercial Club, a good roads convention was held at Zumbrota. It accomplished very little, however, the rural districts laboring under the impression that it was simply a move to make access to Red Wing easier. It definitely marks the beginning of good roads agitation here, finally productive of results.

The first street fair was held in Red Wing, sponsored by an organization of the business men, with C. A. Rasmussen as president. It was a great success in every way, and led to the holding of several more in succeeding years.

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♦ 1898 ♦

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The City Hospital was opened in its present location, the former home of General S. P. Jennison, College bluff, having been purchased for that purpose. Previously it had been located on Dakota street, below Main, overlooking the river.

The outstanding event, was the departure of Company G, of the First Minnesota Militia Regiment, for the Phillipines, to participate in the Spanish American War. The company was mustered into service in the Thirteenth Minnesota Volunteer Regiment, with J. H. Friedrich as major of the regiment, and Oscar F. Seebach as captain of the company, and F. A. Morley and E. S. Mellinger as lieutenants. The company departed from Red Wing on April 29. They left St. Paul on May 16, sailing from San Francisco on June 27, and arriving at Manila on August 7. On the journey to Manila, Private John H. Sell disappeared off the boat, apparently having fallen overboard when ill. Their first active duty was in the trenches, before Manila, on August 10.

On August 13, the boys participated in the battle of Manila, in which Sergeant Burnson was killed, and Captain Seebach, and Privates W. A. Jones, Chas. Ahlers and Frank Crowel were wounded. The Thirteenth Minnesota's flag was the first regimental standard raised on the walls of Manila. During the following seven months, the company acted in the capacity of military guard of the city. On February 4, 1899, when the war with the natives began, the company departed from the city to engage in active service. During a skirmish on March 25, Private Geib was wounded. Throughout the first half of the year, the Red Wing boys were actively employed, assisting in quelling the insurrection of the natives, a part of the troops engaging in General Lawton's famous first expedition into the interior of the island of Luzon, enduring many hardships in the unfavorable climate, in addition to the perils of war. In June, they were relieved from active service, and on August 10, they sailed for home on the transport Sheridan, arriving in San Francisco on September 7. On October 3, 1899, they were mustered out of service, and on October 12, they arrived in Red Wing.

Naturally at this time the interests of the community were centered almost wholly on the fortunes of the young soldiers in



that far away land. At Christmas time, one hundred and twelve boxes were sent to the boys.

General L. F. Hubbard was honored by being named a brigadier general for the Spanish American War.

All riding of bicycles on sidewalks within the city limits was forbidden.

E. W. Brooks and Mrs. H. A. Hobart were among the prominent residents who died.

The council, in endeavoring to select toll keepers at the bridge, cast one hundred and ten ballots at one meeting and then made no choice, and this for jobs paying \$45 a month.

Bonds in the sum of \$15,000 for a public building were defeated by a vote of five hundred and thirty-three to three hundred and ninety-one. It was proposed to include a city hall, a library, and an armory in the structure.

Motor boats for pleasure excursions were coming into general use on the river.

The tower of Christ Church was built.

There were forty-four residents in the city seventy-five years of age or over. Dr. C. Hobart, at eighty-seven, headed the list.

\* \* \* \* \*  
\* 1899 \*  
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The post office was removed from the building at the corner of Third and Bush streets, which had been occupied for about twenty years, to the building on Third street, at present occupied by the Eagle office.

The old North Star Stoneware plant, which had been idle for several years, was converted into a malting plant, operated by Henry Woolner.

Rural free delivery service was inaugurated from Red Wing post office this year, through the efforts of Postmaster Rasmusen, two routes being established, the first in Minnesota outside of some experimental routes which had been operated for a short time. The following year three more routes were established, and later on four others. So Red Wing at one time had nine rural delivery routes. The first year the carriers were paid only four hundred dollars per annum.

The bicycle path to Lake City again became an issue. A farmer plowed up a stretch and litigation followed, which created no little feeling. The path was finally abandoned.

A good Sunday dinner for twenty-five cents, with music during the meal, was being advertised by one of our leading hotels.

The women were still wearing large hats and coming in for general condemnation from the male sex. The men claimed they couldn't see the minister at church or the actors at theatrical performances because of the intervening barrier, and the women were asked to remove their hats at all entertainments.

There was talk of erecting a soldier's monument on Broadway, in the Rich Park, but nothing came of it.

Ten thousand cords of wood were marketed in Red Wing this year for home consumption. Coal had not yet come into general use for household purposes. There was too much wood available nearby.

The two lodges of Odd Fellows united.

More than one thousand dollars a month was being collected in Red Wing in internal revenue.

The present First Lutheran Church was dedicated.

On October 12, Company G arrived from Manila. The citizens had subscribed three thousand dollars to hasten their return, of which eighteen hundred was spent in bringing them immediately from San Francisco, and the twelve hundred dollars for medals and a big dinner. Governor Lind was the principal speaker at the reception in their honor.

As the tolls collected on the high bridge had fallen from \$6,374 in 1896, to \$4,442 in 1899, in a period of three years, a proposal was advanced that the business men lease the bridge and abolish all tolls. Nothing came of this, however.

At this time began an agitation for a free bridge, but many years elapsed before this proposal was consummated.

Rev. J. G. Johnson, a pioneer Methodist circuit rider, passed away, as did Hugh Adams, another pioneer.

There was trouble with transient merchants and the council imposed a license fee of \$25 a month on them.

## THE DECADE OF INDUSTRIAL GROWTH

\* \* \* \* \*  
\* 1900 \*  
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This was another year of serious conflagrations. In February, the plant of the Minnesota Stoneware Company burned to the ground, and in November, the plant of the Red Wing Stoneware Company met a similar fate. Both were immediately rebuilt. The Betcher Saw Mill, which burned the previous year, was also rebuilt.

Early in the year occurred the death of T. B. Sheldon, one of the prominent pioneers and a public benefactor. He willed one-half of his estate to the city for some municipal project. W. P. Brown also died.

Company G was reorganized and purchased a piece of property on Plum street as a site for an armory.

James Lawther made a contribution of five thousand dollars toward the remodeling of the Presbyterian Church. The membership of the church raised three thousand dollars, and the edifice was partly rebuilt and enlarged.

The census accorded Red Wing a population of 7,525.

On September 3, the firemen's monument in Oakwood cemetery was dedicated.

The Red Wing Manufacturers Association was organized, with C. A. Betcher as president. It has been a prominent factor in the industrial development of the city to the present day.

The handling of farmer's produce became an established industry in Red Wing by the opening of the plant of the Red Wing Produce Company.

The Woolner Malting plant was taken over by the Minnesota Malting Company.

Clam fishing was becoming a leading industry. There were one-hundred and seventy-nine boats operated on the river engaged in this line of endeavor.

A movement was started for the building of a union depot for the Milwaukee and Great Western systems. The railroads opposed any movement of this kind. So nothing came of it.

There was some talk of establishing a zoological station of the State University here, but like so many other things, it ended in talk.



♦ ♦ ♦ ♦ ♦  
♦ 1901 ♦  
♦ ♦ ♦ ♦ ♦

Industrially, this was an outstanding year in the history of Red Wing. The Simmons Milling Co., headed by Tams Bixby, later the Red Wing Milling Co.; the Red Wing Malting Co., with W. C. Krise as manager; and the Red Wing Linseed Co., were organized and all built extensive plants on the river front, giving the city a truly metropolitan appearance.

Basket ball was at this time becoming a prominent sport in Red Wing and for several years Red Wing boasted of a champion team.

The militia company and the Masons got together on a proposition to build a combination Armory and Masonic hall, and this building was erected on Plum street, the armory being formally opened in December, the Masonic hall the following year.

Rev. C. Bender, pastor of the German Lutheran Church, passed away, with a record of thirty-four years service. He was succeeded the same year by Rev. J. R. Bauman, who still serves.

Mayor Rich recommended an increase in the saloon license to seven hundred and fifty dollars, and limiting the number of saloons to fifteen, but the council turned a deaf ear to the proposal.

In August, the Duluth, Red Wing, and Southern Railroad was taken over by the Chicago Great Western Company, it having been found impossible to complete the line as originally planned.

In the fall of the year, the John H. Rich Sewer Pipe Works, and the Red Wing Sewer Pipe Co., which had maintained a joint selling agency, were combined in one company, under the name of the Red Wing Sewer Pipe Co.

At this time Andrew Carnegie offered \$15,000 toward the building of a public library, provided the city would contribute \$1,500 annually toward its maintenance. A little later Mr. Carnegie's offer was increased to \$17,000, with the proviso that \$1,700 be contributed annually. James Lawther offered to provide a site at the corner of Third street and East Avenue, and steps were immediately taken to erect a library building.

Barley was king among the crops of this section at this period, having succeeded wheat.

The school board was deeply engrossed with the problem of what to do about dancing at school parties. There was strong sentiment both for and against and the discussion finally ended in the board doing nothing.

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\* 1902 \*  
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Two prominent industries were added to Red Wing this year, in the Red Wing Advertising Co., succeeding Sultzer, Shedd & Livingston established some years previous, and the Red Wing Hat Manufacturing Co. The latter industry did not succeed and was later removed to St. Paul.

An unusual complaint at this time was the scarcity of cooks and day laborers. Red Wing was prosperous.

Public baths were established in the river in front of the city.

In February the Red Wing Sewer Pipe factory on Main street burned, but was immediately rebuilt. At this time began in real earnest the agitation for a paid fire department.

The first primary election for city officers was held. A commission was also appointed to draft a new charter for Red Wing.

A levy for city purposes amounting to \$40,000 was made, and there was much grumbling.

Rev. J. M. Driver, who had been pastor of the M. E. Church for a time, was called to take charge of the large undenominational Peoples' Church at Chicago. While here he was pronounced lacking in orthodoxy. When he went to Chicago, he was pronounced altogether too orthodox.

In the fall of the year Mrs. Annie L. Sheldon, F. Busch, and E. H. Blodgett, trustees under the will of T. B. Sheldon, one-half of whose estate had been willed for some civic purpose, announced they had decided to build the T. B. Sheldon Memorial Auditorium.

Red Wing residents were investing considerable money in Mexican plantations, to their sorrow later on.

The Goodhue County Medical Society, which had been dormant for some time, was reorganized with Dr. Chas. Hill,

of Pine Island, as president; Dr. B. Jaehnig, as vice president; and Dr. J. V. Anderson, as secretary and treasurer.

The utilization of the peat beds in the Wacouta valley for fuel was talked of, but nothing came of it.

Autos were coming into use in the fraternity of traveling men.

C. J. F. Smith, pioneer merchant, passed away, as did Allen Howe and S. D. Greenwood.

There were rumors again that the Chicago & Northwestern Company was preparing to build from Zumbrota to Ellsworth, Wisconsin, to connect two sections of their system. Unfortunately for the city, the project was never consummated.

The Forester basket ball team was winning laurels for Red Wing at this time all the way to the Pacific coast.

Rev. J. N. Stariha, former rector of St. Joseph's Catholic Church, became bishop of Leads, South Dakota.

The rain fall for the year was 33.79 inches, nearly two inches falling on November 19.

Three additional rural routes were obtained for Red Wing, making nine in all.

An organization which at this time attained no little prominence was the Remnica Male Quartette, comprised of Elias Magnussen, first tenor; F. H. Forssell, later S. H. Lockin, second tenor; C. A. Betcher, first bass; C. E. Sheldon, second bass.

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◆ 1903 ◆

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Mrs. S. B. Foot, a civic leader, died early in the year. Soon after, her husband, S. B. Foot, announced he would build a chapel for Christ Church as a fitting memorial because of her activity in the work of the church and in all civic interests. Work began very shortly, and before the close of the year, a beautiful chapel was erected at a cost of \$20,000. It was consecrated on December 6.

Other prominent deaths of the year were Charles Betcher, a leading pioneer, J. H. Friedrich, A. Jamison, S. J. Willard, and R. J. Reid.



The lime industry was declining, due to the scarcity of wood for use in burning it, and the increased use of cement.

The library building was dedicated.

A new building for the Red Wing Seminary was constructed at a cost of \$40,000.

In return for trackage concessions, the city received \$20,000 from the Milwaukee Railroad for levee improvement, which was expended shortly afterward in the establishment of the Levee Park.

The Red Wing Linseed Mills were placed in operation, and also the Red Wing Boat Manufacturing Co., the predecessor of the Red Wing Motor Co.

The Red Wing Yacht Club was organized with A. F. Andersen as the first commodore. The launches on the river were multiplying very rapidly.

The old home of General Hubbard, on Fourth street, was purchased and remodeled into the home of St. John's Hospital, established at this time in connection with the medical firm of Cremer and Claydon.

Celery raising began just east of the city.

More than \$2,000 was sent from Goodhue County to the famine sufferers in Sweden, over one-third of the amount being raised in Red Wing.

Some agitation started toward the building of a new Court House, but it required nearly thirty years before this was accomplished.

Work was undertaken on the Sheldon Auditorium.

For the first time in many years, Red Wing was without a band. But this situation did not long prevail. Since the late fifties, bands had come and bands had gone, but there had been very few periods of any length of time without some organization of this kind.

An effort was made to effect a trade with Wisconsin, whereby the island opposite Red Wing would be ceded to Minnesota in exchange for one opposite La Crosse to be ceded to Wisconsin. Nothing came of it, however.

Some parties conceived the idea of harnessing the Zumbro river, developing 4,000 horse power, and bringing it into Red

Wing. Manufacturers here were consulted and viewed the project favorably, but it was never accomplished.

Farmers coming into town on the Burnside road, protested that the locomotives were frightening horses and causing many runaways. They wanted a high board fence built along Main street, from Clay street to the Stoneware plants. That proposal strikes us as rather amusing these days, but it was a serious problem then.

For years the Levee had been an eye sore with boat houses of all kinds and descriptions covering a large part of the river front from Plum street to Broadway. Their removal was made necessary by the approaching improvement of the Levee and resulted in their transfer to the bay district.

An automobile was being built here for a Minneapolis physician, powered with a steam engine burning kerosene, and there was some talk of an automobile factory.

The Red Wing Civic League came into existence with John H. Rich as president. For many years this was a very important factor in the beautifying of the city, many of the projects later achieved, such as the beautifying of Broadway and making ascent of Barn bluff easier, having originated there.

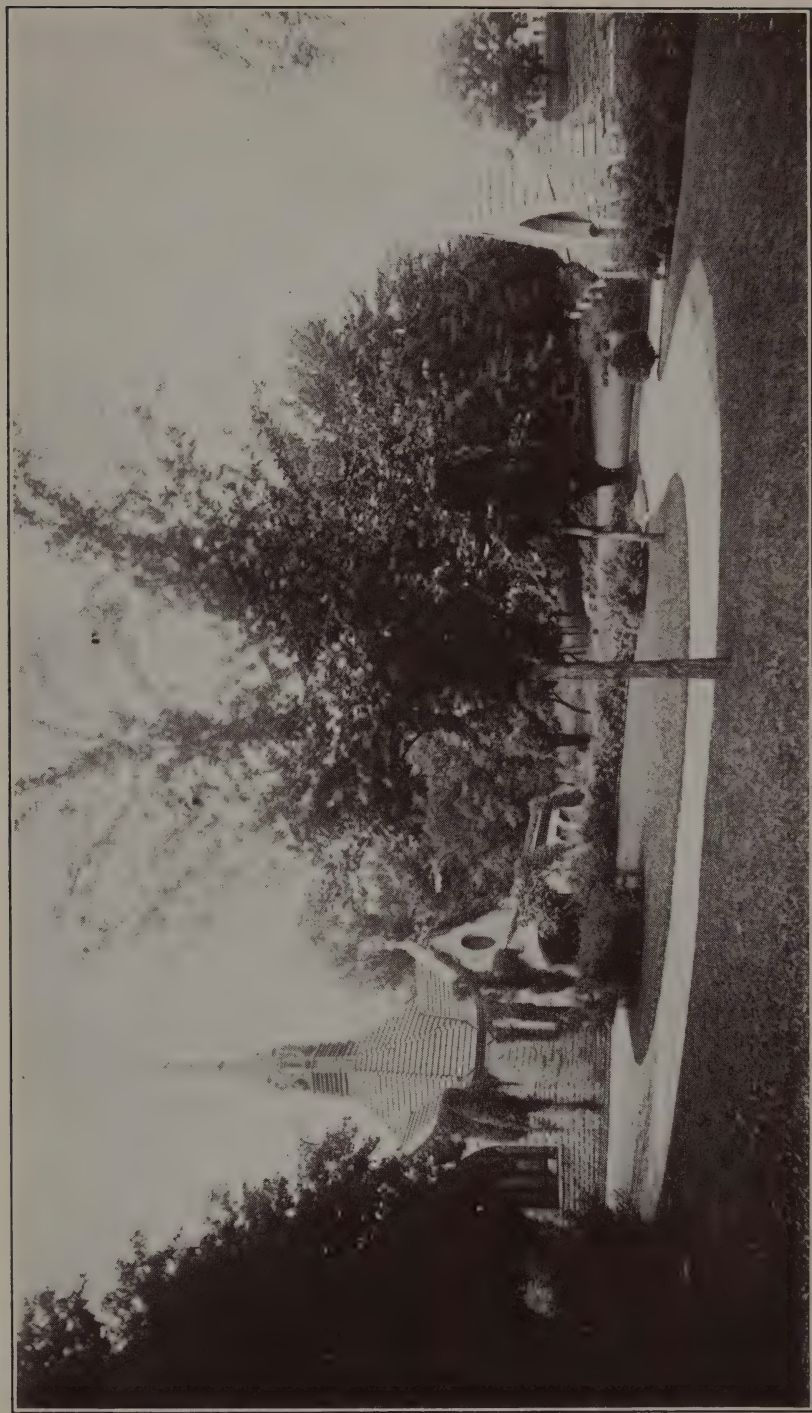
The Red Wing Lyceum was also prominent in the affairs of the city at this time.

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✱ 1904 ✱  
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Three notable deaths are recorded in this year, Dr. C. Hobart, the dean of Methodism in Minnesota; and Judge E. T. Wilder and J. C. Pierce, who had been prominent in the community from its very beginning.

A new city charter was adopted and there was the beginning of work on the beautiful Levee Park which now adorns our river front, and which has most appropriately been termed Pierce Park in honor of Mayor Pierce, to whom is due the credit for its realization in fact.

Two new boards were created this year, the first fire board, consisting of R. H. Boxrud, E. S. Hoyt, and C. E. Friedrich, and the first board of public works with a membership of J. H. Rich, N. Tufvesson, and P. Thompson.



THE BETCHER MEMORIAL CHAPEL AND BLODGETT GATEWAY AT OAKWOOD CEMETERY





The new home of the Goodhue County Bank was erected.

The Yacht Club was very active, the number of motor boats continually increasing, and the bay district took on the appearance of a little city with its numerous boat houses. More than 200 launches were owned in Red Wing at this time.

The Auditorium, having been completed at a cost of \$80,000, was opened in October and for a long time Red Wing was favored with as fine theatrical entertainments as were provided in the large centers. At the opening performance, the "Royal Chef" was produced and the composer of the music, Mr. Jerome, personally directed the orchestra. The first Auditorium board was selected, consisting of H. S. Rich, C. A. Betcher, B. Gerlach, C. E. Sheldon, and O. M. Hall.

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\* 1905 \*  
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A new depot was built by the Milwaukee Company, and the Levee Park completed.

The building of the City Hall dates from this year. The project had been agitated for years, but its final realization was rather rapid. The organization of a paid fire company, for which quarters were needed, played an important part in the final result. The erection of the building at this time was due in no small measure to the efficient work of the fire commissioners, E. S. Hoyt, C. E. Friedrich, and R. H. Boxrud, and the council committee consisting of Aldermen C. H. Tiedeman, Otto Remmler, and Hiram Howe, under whose supervision the work was done. Preceding the definite location of the hall on Fourth street, there was a warm contest, many favoring a site on Third street, adjoining the Auditorium.

A paid company of firemen were put in service, with Hart N. Cook, formerly chief of the St. Paul fire department, at the head, and the basis formed for the splendid fire fighting organization which we possess today.

The Christian Science Church was organized.

Two important industries which were established were the Red Wing Shoe Co. and the Red Wing Brick Co., the latter making sand lime brick for a time. The Red Wing Shoe Co. remains a leading industry to this day.

A storm, in August, did damage amounting to \$15,000 to the railroad line between Red Wing and Zumbrota and traffic was suspended for several weeks.

The saw mill of the Charles Betcher Lumber Company burned in the fall, and that writes "finis" to the lumber manufacturing industry in Red Wing. Logs were becoming scarce and all along the river the industry was dying. For fifty years this had been a leading line of industry from Stillwater and Minneapolis to points far down the river.

In the fall of the year, a bust of Rev. J. W. Hancock, Red Wing's first permanent resident, was placed in the public library, the gift of E. D. Brooks.

The Red Wing Choral Society was a leading organization of the city.

Colonel Wm. Colvill, the hero of Gettysburg, died this year, while attending a reunion of his regiment in Minneapolis. He was buried at Cannon Falls.

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+ 1906 +  
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The building of the boat factory, on the Levee at the foot of Hill street, later the Red Wing Motor Co., was the outstanding industrial event of this year. Up to this time, the company had occupied an old building on lower Main street.

Another event of more than ordinary importance was the appropriation of \$60,000 by the government for the erection of a federal post office building and the location of the site thereof at Third street and West Avenue. This was one of the first two public buildings provided in the old Third district. It was an acquisition which had long been sought.

The Red Men's basketball team made a trip to the west coast, winning many victories and heralding broadcast the name and fame of Red Wing.

The double tracking of the Milwaukee railroad continued through the year.

An item of humorous interest in the present age of speed is an ordinance passed by the council which provided that "no person shall propel or operate any automobile, motor cycle, or bicycle upon any street of said city at a rate of speed exceeding



eight miles an hour, nor over any street crossing at a rate of speed exceeding four miles an hour, when any person is using the crossing. Furthermore the muffler must not be disconnected within the city limits and a bell or horn must be provided as a warning by day and suitable lights at night. The party operating the vehicle must stop on signal from any person driving horses or mules until they have passed." A penalty of from \$5 to \$100 was provided for violations, with the alternative of up to thirty days imprisonment.

The new church of the Trinity Lutheran congregation at Fifth and Dakota streets was completed and occupied.

A bequest of \$10,000 by the late J. C. Pierce made possible the construction of the Pierce Memorial Wing of the City Hospital.

Toward the close of the year, Mrs. Margaret Betcher offered to build a Chapel at Oakwood Cemetery in memory of her late husband, Charles Betcher, as a fitting and merited recognition of civic life of Mr. Betcher. The offer was gratefully accepted and work was commenced soon afterwards.

Monthly market days were held toward the close of the year and through the year following, bringing large numbers of residents from the surrounding country to benefit from the bargains offered.

Manual training was inaugurated in the public schools.

The Chicago Great Western Railroad made extensive improvements, building a new depot which also housed the division headquarters of the railroad which were maintained here for a time.

The annual ice harvest in Lake Pepin was an important event at this time. Thousands of tons were taken out each winter for shipment to warmer climes.

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\* 1907 \*

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This year the community was saddened by the killing of the Chief of Police, James Daily, and Policeman, John Peterson, by an insane man, one of the few really tragic events in the history of the city.

John H. Rich made an offer to provide a park in the square fronting the Episcopal Church, which up to that time had been an unsightly sand lot, and along Broadway to the Milwaukee

depot. With the hearty thanks of the community he was accorded the privilege, and at an outlay of more than \$5,000, a blemish on the fair face of the community was removed and replaced by a beauty spot.

The Red Wing Auto Club was organized with C. E. Betcher as president, and fifteen members enrolled.

The Red Wing Manufacturers made a wonderful exhibit at the State Fair, occupying the entire Manufacturers' Building with a display of the products of Red Wing industry. Never before had any community in the state undertaken to fill this building with products of its own manufacture, and the fame of Red Wing as a live, progressive community was heralded throughout the land.

S. B. Foot celebrated the fiftieth anniversary of his arrival in Red Wing by giving a dinner to sixteen old citizens whose combined age was 1,316 years, or 81 years as an average. Present at this celebration were these pioneers:

	Arrived in	Age
J. W. Hancock	1849	92
David Hancock	1854	96
J. Sexton	1855	79
D. C. Hill	1855	77
T. J. Clark	1855	76
M. B. Lewis	1856	87
Jesse McIntire	1856	86
N. Swift	1856	84
W. L. Webster	1856	81
W. Sherman	1856	80
R. R. Ives	1856	75
O. K. Simmons	1856	73
D. Densmore	1857	74
S. S. Grannis	1857	86
W. C. Williston	1857	77
S. B. Foot	1857	73

Two deaths of prominence this year from this number were those of Rev. J. W. Hancock, the first permanent settler, and Jesse McIntire. W. B. Hancock and A. G. Henderson also passed away.

There was a bitter contest relative to the removal of the Girls' Department of the Minnesota State Training School on account of its alleged proximity to the buildings occupied by the

boys. The contest dragged on for a long time and finally resulted in the location of a Girls' School at Sauk Center.

In addition to the gift of the Memorial Chapel at Oakwood, by Mrs. Betcher, was announced a gift of \$5,000 from E. H. Blodgett for the cemetery entrance, as a memorial to his wife, and soon after, an announcement was made of a bequest of \$30,000 by Mrs. Amelia L. Graham for the establishment of an Old Peoples' Home, which was erected later on College bluff adjoining the City Hospital.

Governor Johnson named Hon. O. M. Hall as a member of the State Tax Commission.

Just before the close of the year the M. E. Church was damaged by fire beyond repair at any nominal cost, resulting in the building of the present fine structure.

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\* 1908 \*  
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A fire in the Ballord Trimble lumber yards entailing a loss of \$50,000, and several other fires following, indicated that a fire bug was at work in Red Wing. He was apprehended a little later and sent to an asylum.

On a day in January the thermometer registered 44 degrees above zero. The dandelions were blooming and the trees showing signs of coming to life after a warm spell.

Roald Amundson, the explorer, was a visitor in Red Wing.

The Forest Products project was undertaken. It was an ambitious proposal to utilize the bottom lands along the river in growing trees for lumber. Thousands of acres were purchased and reforested, hundreds of thousands of trees being planted, a large saw mill erected at the lower end of Barn bluff, and plans laid for the development of an immense industry not only in the manufacture of lumber, but also in working all the waste from logs and trees economically into by-products which might suggest themselves as the business progressed. Unfortunately, while theoretically the proposition seemed sound, practically it never worked out, and in a few years was abandoned.

Four prominent pioneer citizens passed away, Friedrich Busch, H. B. Wilson, S. B. Foot, and A. Remmler.



The quarrying of stone from the northerly side of Barn bluff for some railroad improvements, arousing a fear that the old sentinel of the city would be permanently disfigured thereby, started a movement of protest which involved a considerable portion of the population before the end was reached. Finally, a compromise was effected and the work ceased. Before this result was accomplished, some of our citizens held an indignation meeting in the library. Mrs. John H. Rich was very much exercised about the affair. She said, "Any man can make a park, but it took God Almighty to make Barn bluff!"

Colvill Park was another storm center. The Colvill Park Association was organized by a company of women of Red Wing, who were interested in the preservation of Col. Colvill's old homestead and its dedication to the public as a park. The Association, of which Mrs. D. M. Neill was president and Mrs. Jennie Lovgren, first secretary, with funds raised by popular subscription, purchased thirty acres, comprising the bulk of the old homestead. Then an effort was made to interest the council in the proposal. The aldermen were obstinate, however, and it was not until five years later that the park came into possession of the city.

In August, the members of the National Editorial Association, in connection with their annual meeting, visited Red Wing and dedicated the new home of the Red Wing Republican. Hon. B. B. Herbert, the founder of the Association, delivered an address on "Red Wing, the Cradle of the National Editorial Association."

At the same time was held a home coming to which all former residents of the city, as far as they could be located, had been invited. On Sunday, August 23, a reunion was held at the Auditorium with a program of five minute speeches by old residents. The corner stone of the new First M. E. Church was also laid in the afternoon with appropriate ceremonies. The church was completed and dedicated later in the year. On Monday, there were automobile rides featuring visits to points of interest and a farewell reception in the evening. Several hundred former residents availed themselves of the opportunity to "come back home," visit the scenes of their childhood, renew old acquaintances, and revive old memories.

The Music Hall Building of the Ladies' Seminary was dedicated.

The federal government constructed a section of macadamized road on the Featherstone route down from Buchanan street. It was a demonstration of good road building which stands to this day. The section covered 4,000 feet, and the cost, including five culverts and one bridge, was \$45,000.

The double tracking of the Milwaukee road was completed to Hastings.

John H. Rich offered to contribute \$2,000 toward a soldier's monument, provided \$5,000 was raised, but nothing substantial developed from the offer.

D. M. Neill was chosen president of the Minnesota Federation of Commercial Clubs.

The new tannery of S. B. Foot & Co., one of the largest in the west, was built.

W. C. Williston celebrated the fiftieth anniversary of his service as a vestryman of Christ Church. The fiftieth anniversary of the Parish was also observed this year.

This year witnessed the reconstruction of Webster's Way, leading up Barn bluff, which had been almost obliterated by the storms of the passing years. It was rebuilt under the direction of A. W. Pratt, heading a company of business men, and the event was made the occasion for a general celebration. For a number of years, the path was kept in condition for travel by the High School students who made a yearly clean-up under the direction of Geo. H. Cook.

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\* 1909 \*  
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Providing a visiting nurse was first given consideration at this time, materializing in action a few years later.

The Red Wing Rod and Gun Club was organized, with Dr. M. W. Smith as president.

City bonds in the sum of \$50,000 for new schools, and \$35,000 for water works extension were voted, but a proposal of \$35,000 for additional sewers was defeated.

Frederick W. Foote made an auto trip to Chicago, averaging fifteen miles an hour, a record up to that time.

W. M. Ericson was chosen Great Sachem of the Red Men of Minnesota.

A proposal by City Engineer Rhame, to fill in the Wisconsin channel bridge at a cost of \$13,600, received some consideration but was finally rejected.

A statue of Col. Colvill, erected in the rotunda of the State Capitol, was dedicated with addresses by J. N. Searles, Gov. John A. Johnson, Lieut. Gov. Eberhart, and Hon. James J. Hill. A little later a replica of the statue was erected at the grave of Col. Colvill at Cannon Falls, where he had been buried in 1905. Addresses were made by Gov. Johnson, Hon. F. M. Wilson, and Major Martin Maginnis.

Docks on the river were talked of.

This year marked the acquisition of the Goodhue County News by N. P. Olson. This publication had experienced a checkered career since the absorption of the Argus in 1900 by the Goodhue County News, when J. S. Pardee became a resident of Red Wing. For two years, the Argus was issued by Pardee and Schmied, as the organ of the State Democracy. In 1904, it blossomed out as the Daily News, the publication of which continued for a year. Several other owners intervened, until the property came into the possession of Mr. Olson.

The first artesian well to furnish a pure water supply for the city water works was sunk this year. Up to this time the water supply had been obtained from the river, and was not fit for household use or drinking unless boiled. For a long time, the change had been advocated by Dr. W. M. Sweney, city health officer, and it was largely as the result of his persistent efforts that the change was effected.

A State Y. M. C. A. convention held here this year gave impetus to a movement for a Y. M. C. A. building, and prompted an offer by James Lawther to build one, as related later on.

School gardens were started near Sand hill, the project being designed to interest the school pupils in gardening and other agricultural work. The movement gained considerable proportions for a few years but the interest seemed to subside as rapidly as it had risen and the project was abandoned.

The first extensive addition to St. John's Hospital was made.

Judge Williston died suddenly while addressing a meeting of the old settlers at Goodhue. E. H. Blodgett also passed away, as did General S. P. Jennison, a former prominent resident, who died in California.



The City Hospital profited by a bequest of \$12,000 from the estate of the late E. H. Blodgett.

Albert Johnson was named for Judge of the District Court to succeed Mr. Williston, a position he filled nineteen years.

Construction work on the new post office continued through the year.

Rev. C. C. Rollit, who had been active in religious and civic work in the community for fourteen years as rector of Christ Church, removed from the city. As his successor came Rev. Addison E. Knickerbocker, who for twelve years occupied an outstanding position in the community in work along similar lines, until his call to a larger field in Minneapolis.

## THE DECADE OF INDUSTRIAL EXPANSION

\* \* \* \* \*  
\* 1910 \*  
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This year James Lawther announced he would erect a Y. M. C. A. building at Main and Broadway to cost \$60,000. The corner stone was laid in the spring.

The new federal building was opened in January, representing an outlay of \$70,000.

There was an early spring. One day in March the mercury registered eighty-four, the trees were budding and the frost was out of the ground. There came a freeze in April, which did considerable damage.

Rev. Joseph F. Busch was named Bishop of Lead, S. D., and later transferred to St. Cloud.

The new Catholic parochial school on Seventh street was completed and dedicated.

Red Wing saw its first paving this year, Broadway being paved with sandstone from the Levee to Main, and East and West Avenues with creosote blocks from Main to Third and across Third between the two.

The Lake Pepin Country Club came into existence and was maintained for a time on Rest Island, on Central Point.

The building of the Edward Randolph Welles Parish House by Christ Church was undertaken.

Among the prominent pioneers who passed away were Professor Jabez Brooks, A. W. Pratt, and Dr. C. N. Hewitt.

There was a clean-up of the Island opposite town and some property acquired for park purposes by the Interstate Park Association, now utilized for a Tourist Park.

Barn bluff was formally presented to the city for a park, the donors being the Bank of Pierce, Simmons & Company and C. A. Betcher, who contributed property, and James Lawther, who contributed \$2,000 in cash. The city fathers grew eloquent over this as is evidenced by the following record spread on the council minutes:

"Whereas, certain citizens of Red Wing presented to the city a large part of that height of land known as Barn bluff, historically a fortress of defense, a watch tower, a signal station for the Indians, named La Grange mountain by the Frenchmen who first saw it looming like a grange as they approached it from Lake Pepin, translated into the more simple Barn bluff by our early settlers, lauded by Thoreau and other nature lovers, a source of pleasure to our forefathers and ourselves, and the inspiration and admiration of every stranger and visitor who reaches its summit; the well known landmark of our city and such for all time to come; therefore be it

"Resolved, that we take this way of expressing our appreciation to the givers, our congratulations to each other. And we hereby dedicate in this simple way by resolution, the great gift to the noble purpose for which it has been given."

The census accorded Red Wing a population of 9,048, and the county 31,637.

There was considerable agitation for the building of a trolley line to the Twin cities as an extension of the line already constructed from Hastings, but fortunately, in view of subsequent developments in the line of travel, such as the automobile, nothing came of this.

The Industrial building of the school system was erected and occupied.

\* \* \* \* \*  
\* 1911 \*  
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The Y. M. C. A. and the Edward Randolph Welles Parish House were both dedicated early in the year.

The Boy Scouts organization made its first appearance here.

Once again agitation was started for the building of a railroad bridge across the river. This proposition, which has been up time and time again up to the present day, seems no nearer realization now than when first suggested.

This summer, for the first time, grain was brought into Red Wing by auto.

Telephone consolidation was agitated to a considerable extent but it did not materialize into consummation for a number of years.

The Y. W. C. A. movement was inaugurated and prospered for some considerable time, club rooms being maintained for a number of years.

The Country Club at Rest Island figured prominently in all social affairs.

The council pondered over the purchase of the gas plant but nothing came of it.

The first issue of the Daily Eagle appeared on August 10, published by the Daily Eagle Publishing Company with N. P. Olson as editor. It still remains an active factor in the life of the community.

H. A. Park, Dr. B. Jaehnig, and H. L. Olson were among the prominent pioneers who died.

The Citizens League of Minnesota, formed to further the movement for the federal reserve system, was launched in Red Wing with John H. Rich as president and Curtis L. Mosher as secretary, and did valiant service to that end.

The first air mail to be received in Red Wing arrived here on October 19. Aviator Hugh Robinson, making a flight on a hydroplane from Minneapolis to Winona carrying mail, intended to stop here, but lost his bearings and went on to Winona, from which point the letters and cards for Red Wing were returned here by train.



There were forty-two miles of cement walks in Red Wing.

Peter A. Nelson was honored by selection for the position of Grand Master of the State Lodge of Odd Fellows.

♦ ♦ ♦ ♦ ♦  
♦ 1912 ♦  
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The remodeling of the Court House was among the projects under consideration at this time. Plans were drawn, bids called for, representing an outlay all the way from \$75,000 to \$100,000, and then the project was abandoned.

M. B. Lewis, another pioneer resident, passed away. He had been engaged in Sunday School work for more than forty years. J. C. McClure, M. S. Kellogg, and C. Beckman also died.

Autos were coming into common use at this time and there were innumerable auto accidents from speeding and other infractions of the laws. In fact there was some talk of passing laws to keep them off the roads.

The killing of two people at a Milwaukee railroad crossing developed a demand for flagmen at the crossings, who, after some argument, were provided. With the double tracking, the Milwaukee road had provided a waiting room for west bound trains north of the depot. This was in no wise satisfactory and this waiting room was finally abandoned. The police were instructed to see to it that the trains were not operated faster than six miles an hour within the city limits.

The year witnessed the departure from Red Wing of Rev. J. H. Gaughan, who for twenty-two years had served as rector of St. Joseph's Catholic Church. He was transferred to a larger field at Minneapolis.

Milk was selling at eight cents a quart and this price created no end of indignation.

After thirty years devoted to the clay industry, John H. Rich retired therefrom to devote his entire time to other interests.

Relative to the proposal that the city purchase the gas plant, an appraisal thereof resulted in a valuation of \$224,000 being made. That rather stopped the project short.

Several proposals for amendments to the city charter were considered by the voters. One for the initiative and referendum

was adopted by a vote of 1,194 for, to 362 against. Another, for the recall of officials, carried by a vote of 1,159 to 389. An increase in the liquor license fee to \$1,000 was defeated.

A community mausoleum was talked of but the proposal never progressed beyond that stage.

Densmore Brothers, who had been in business since 1866, retired, and Daniel Densmore moved to California.

From this year dates the Visiting Nurse Association which has now done splendid work in the community for more than twenty years. The first officers were: Mrs. J. Henry Cross, president; Mrs. W. C. Krise, vice president; Mrs. Susie Stageborg, secretary; Miss Anna Wilkinson, treasurer. Of the first board of directors, Mrs. C. A. Hanson and Miss Helen Friedrich are still serving.

\* \* \* \* \*  
\* 1913 \*  
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A leading event of this year was the death of General L. F. Hubbard, who, since 1857, had been a prominent factor in the affairs of the city, state, and nation. In June occurred the death of David Hancock, another pioneer, who attained the ripe age of 101 years and 2 months. B. Densmore and Jas. Marshall, pioneers as well, also entered death's portals.

The down town streets were put in condition for paving operations, which commenced the following season. After a long discussion, creosote blocks were finally settled on for the material.

The tax rate was 41.6 mills for all purposes.

The Minnesota Scandinavian Relief Association retired from business.

The first fire truck was purchased, the acquisition involving an outlay of \$5,600.

Preliminary steps were taken to establish a county tuberculosis sanitarium.

This year witnessed practically the close of rafting operations on the river. For nearly sixty years this had been a leading industry, rafts of logs and lumber passing the city almost daily. Scores of boats were employed in the trade but the ruthless destruction of the forests finally brought an end to the industry.

Colvill Park was finally taken over by the city. The persistence of the women who launched this at last won the day, much to the pleasure of the people as a whole in the years which followed.

A proposal to establish patrol limits in order to confine saloons in a limited area was defeated as was also a project to increase the saloon license to \$1,000.

The first river pageant was held, one hundred launches in ten divisions with the accompanying fireworks affording a wonderful spectacle.

The Lake Pepin Country Club on Rest Island which had been in operation for three years, was closed because of a lack of patronage. Its membership was almost wholly from Red Wing. Automobiles had not come into general use, which was a handicap that could not be overcome.

A good roads convention for the county was held here in March, at which considerable sentiment was aroused for a better road improvement program.

More room was necessary for the launches in the bay on account of increasing numbers, and another boom was planned to relieve the pressure.

Another movement was inaugurated to annex the Island to the city, but it failed of realization.

After more than forty years of agitation, the soldier's monument was finally erected in the Court House Square, and dedicated with an address by Hon. F. M. Wilson.

A nurses' home was provided for St. John's Hospital.

The sewer pipe factory on Main street burned, but soon was rebuilt.

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✦ 1914 ✦  
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A scarlet fever epidemic early in the year created no little alarm.

John H. Rich was named chairman of the Board of Directors of the newly created Ninth District Federal Bank, and moved to Minneapolis.

This year witnessed the first practical steps toward making free passage on the bridge across the river. By a vote of 1,074



for, with 544 against, the citizens voted for a free bridge and the council passed an ordinance making this effective "from and after, concurrently with the ceding by an act of the legislature of the state of Wisconsin, to the state of Minnesota of the following described real estate situated in the county of Pierce and the state of Wisconsin to wit: All that part of the towns of Isabelle and Trenton which lies between the main channel of the Mississippi river and the center of the northerly, the Wisconsin channel of said river, described as follows to wit: All that part of Township 24, North of Range 17 and 18, which lies south of the center line of the northerly channel otherwise known as the Wisconsin channel of the Mississippi river." This covered all the islands to the head of Lake Pepin. The plan was never carried out, however.

Other proposals considered by the voters were: One for a \$1,000 saloon license fee, which was again defeated because it did not receive three-fifths of the votes cast, although it did muster a majority, as it had the previous year. Sunday closing of movies was defeated and license voted 1,004 to 659.

Bush street was paved from Main to the Milwaukee depot, and Main from Broadway to Plum.

The organization of the Community Welfare Association, which has been doing such splendid work ever since, relieving cases in need, was accomplished this year, with E. H. Hoard as the first president and S. T. Irvine the first secretary.

Extended auto trips were becoming the vogue at this time. They were just the thing to attract general attention.

The Mineral Springs Sanatorium, near Cannon Falls, was opened for patients. Dr. M. W. Smith was a member of the first board.

Another street fair and a water carnival were outstanding events in the fall.

The Menomonie, Wisconsin, railroad project was resurrected once more, but nothing came of it.

Dr. J. T. Fulton became superintendent of the Minnesota State Training School.

A tax of \$205.92 on an improved 160 acre farm was denounced as robbery. The farm was located within the corporate limits of Goodhue Village.

Co-education was inaugurated at the Red Wing Seminary.

The Old Peoples' Home on College bluff, adjoining the City Hospital, was completed and occupied.

P. J. Lundquist retired after twenty years' service as sheriff.

Leading citizens who answered the final summons were, Julia B. Nelson, pioneer woman suffragist, S. S. Grannis, D. C. Hill and Hon. O. M. Hall.

A fire, toward the close of the year, in the Boxrud & Hjermstad store caused damage to the amount of \$100,000.

Another good roads campaign was inaugurated. The rapid increase in the number of automobiles accentuated the necessity of providing better highways than we then possessed.

The extension of the electric line from Hastings was again agitated and for a time the project bid fair to be successfully consummated. Proper support was not forthcoming, however, so the project was definitely abandoned.

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\* 1915 \*  
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The Citizens Fund Insurance Co. made its bow to the community in this year, opening offices on the fourth floor of the Goodhue County Bank building.

The Goodhue County Co-operative Co. was coming into notice as an important local business venture.

An election involving the county option issue stirred the community to its very depths. Goodhue County went wet by a vote of 3,583 to 3,235 dry. In Red Wing the wets also carried the day, securing 1,170 votes against 785 for the drys.

A rearrangement of the rural route service of the Red Wing post reduced the number of routes from nine to five.

The school census revealed that there were 1,433 pupils of school age from six to sixteen in the city.

The Medical Block was among the building improvements.

Paving was done on Bush street from Main to Fourth, on Plum street the same distance, and on Third from Broadway to Plum.



A GROUP OF RED WING PUBLIC BUILDINGS  
The Carnegie Lawther Library. The City Hall. The Old  
Court House. The Post Office.





The budget for city purposes had risen to \$53,000, and there was considerable grumbling because of the increase in amount.

The first curb lighting system was installed at a cost of \$9,963.

T. J. Clark and D. Densmore joined the innumerable throng.

It is hardly safe at any time to be too positive in some of our statements, for what appear to be indisputable facts today may be wholly disproved tomorrow. A road expert appeared before the Commercial Club and made the positive statement that it would be a monumental blunder to pave the streets or highways with concrete. He recommended sand stone, creosote blocks, or brick. A pavement of concrete laid in one course, he contended, was neither practical nor durable. And the papers stated it was gratifying we had escaped making this error!

The Red Wing High School basket ball team won the state championship for the first time.

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\* 1916 \*  
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Another attempt at obtaining a free brige was made this year when it was voted to make the bridge free "when Wisconsin takes over as a legal highway the road now connecting Adams corner with the Wisconsin approach to the Red Wing bridge and constructs a new bridge across the Wisconsin channel." The town of Trenton voted that they were willing to take over the Island road when the tolls on the bridge were eliminated, and Red Wing agreed to pay Trenton's share of the cost of a new bridge across the Wisconsin channel; but still the project languished.

The city gave a free dinner to nine hundred farmers of the surrounding territory.

The Goodhue County Co-operative Company became located in its new home on Third street.

The first presidential primary was held this spring and Senator Cummins of Iowa carried the day in Red Wing.

Bonds in the sum of \$170,000 were voted to build a new high school building and a new school in the western portion of the city, the present Jefferson school, and to remodel others.

The Goodwear Tire Company began business, being later succeeded by the Red Wing Tire Company.

For the third time in the history of the community, the residents saw the soldier boys go into service. In May, Company L, under the command of Captain Otto Ruebke, departed for the Mexican border to join in operations in the entanglement with our neighboring republic. They returned home in December.

The Stickles Shoe Company was established as one of the important industries of the community.

The first death from infantile paralysis in the history of the community occurred.

Among political speakers at Red Wing this year was Charles Evan Hughes, the Republican nominee for president.

Early in the year occurred the death of Dr. E. Norelius, who organized the Swedish Lutheran Church. A little later, D. M. Baldwin and James Lawther, prominent citizens since the fifties, passed away. A. F. Bullen also died.

The Golf Club was becoming an active factor in the social life of the city.

The ordinance providing for milk inspection was enacted.

Auto head lights were becoming too glaring and an ordinance was passed requiring the use of dimmers.

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✦ 1917 ✦

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The outstanding event this year was, of course, the entry of the country into the World War, awakening memories of 1861 and 1898. Everything locally was subordinated to events in connection therewith. A loyalty parade was held in April, and shortly after, Company L was placed in service, officered by Otto Ruebke as captain and Harvey M. Johnson and Carl E. Soderholm as lieutenants. The company departed in August for New Mexico for training preliminary to going "over there."

Drafting began and more men were going forward for training almost continuously. In addition to the 150 men provided for Company L, the city furnished 439 others, as volunteers, drafted, and in other capacities.

The lineup in this conflict was entirely different from what it had been in previous wars, so it is impossible to present any connected account of the participation of the soldiers from Red



Wing, but 156 members of Company L, who left Red Wing on August 27, 1917, going to New Mexico for training, were located at Camp Cody. First the company was assigned to the 59th Artillery Brigade. Shortly afterwards 50 men were transferred to other units and about 100 men were joined with a like number from Hibbing in a battery. In June following, about 50 of these boys were sent over seas and assigned to the 10th and 76th Field Artillery. They saw considerable active service. Ben Solmonson, Leo Peterson, and Elov Ericson fell on the field of honor and several others were wounded. The remainder of the boys went over seas in September, 1918, and after a short sojourn in England, arrived in France on October 10. They were equipped and prepared for active service when the armistice was declared. They departed from France on Christmas day and after arriving on this side, were sent to various camps for demobilization. Toward the latter part of January, 1919, they received their final pay and were discharged after about eighteen months of service.

Those who volunteered and those who were drafted were employed in every branch of the service. Many saw active duty in France at Chateau Thierry and some of the other major engagements. Some were assigned to the marine corps, others to the navy, others to the aerial service; in fact, Red Wing was represented in practically every line of service. A considerable number were in the army of occupation after the cessation of hostilities; some, on account of the sudden ending of the war, never progressed any farther than the training camps, but, as far as known, every one called into service fulfilled most faithfully the duty which he was required to perform.

An then there was the war emergency motor corps, Company D, with A. G. Jackson as captain, and H. G. Lillyblad and R. F. Hoff as lieutenants, which did splendid service during the forest fires in northern Minnesota. Dr. M. H. Cremer was regimental surgeon.

With the war came the numerous organizations designed to assist in its prosecution. First and foremost were the Liberty Loans. Five of these were launched in which Goodhue County was asked to subscribe \$6,080,000. The subscription for the five loans totalled \$6,305,000. So, the county went over \$225,000. On the county committee in charge of these loans were, W. H. Putnam and Jens K. Gondahl. The city committee was headed by S. H. Lockin, and included E. C. Bryan, E. H. Lidberg, J. F. Merrill, D. M. Neill, and F. W. Putnam.

Next came the Red Cross, organized on April 30, 1917, with Rev. A. E. Knickerbocker as chairman; E. H. Foot, vice chairman; Mrs. B. Featherstone, secretary; and W. H. Putnam, treasurer. The first Red Cross drive netted \$9,999.36. In the second, \$44,500 was obtained in cash and pledges, of which Red Wing provided one-third. Red Wing also raised \$15,160 for local work. This organization in addition raised about \$9,800 in the county for the fire sufferers in the Northern Minnesota holocaust.

The Junior Red Cross was organized with Dr. Grace Gardiner Smith as chairman; Miss Mollie Remshardt as secretary; Miss Jessie Patch, treasurer; and Miss Mabel Anderson, director. This organization raised \$5,000 by membership fees, entertainments, and so forth.

A committee under the leadership of F. J. Ferrin, with whom was associated H. G. Lillyblad, Harris Andersen, A. W. Zorn, F. J. Seebach, and W. M. Ericson, raised \$1,442 for the Salvation Army work.

In the War Savings campaign, under the direction of C. A. Rasmussen as county chairman, the county raised \$631,799. Of this amount, Red Wing contributed \$305,078 as the result of the efforts of a committee headed by P. H. Claydon, on which were H. G. Lillyblad, Theodore Swanson, A. F. Andersen, E. H. Rehder, W. J. Back, J. T. Fulton, and F. E. Schornstein.

A war advertising committee consisting of S. M. Ladd, A. W. Zorn, J. H. Schacht, Wm. Edstrom, J. K. Grondahl, A. H. Olson, and H. G. Nelson, also did effective work.

With all the other calls on the public, extensive contributions were made to the Y. M. C. A., Y. W. C. A., Knights of Columbus, Lutheran Brotherhood, and United War Work.

A four minute men organization did splendid work presenting war messages. Included in the organization were A. E. Arntson, J. M. McLane, Thos. Mohn, R. W. Putnam, P. B. Green, J. T. Fulton, A. L. Gibson, A. F. Lees, B. E. Wendler, R. L. Geib, C. P. Hall, Rev. W. S. Middlemas, J. H. Doyle, F. B. McNeil, and Gisle Kyllingstad.

Other war activity commissions were headed: Safety Commission by W. H. Putnam. Goodhue County Soldiers' Welfare League by S. H. Lockin, J. R. Sweasy, D. M. Neill, C. E. Friedrich, H. A. Swanson. Marketing Committee by W. H. Putnam and W. C. Krise.

And there were hospital supplies, knitted articles and refugee garments almost without end. The war, and activities connected therewith, overshadowed all else.

This year witnessed the organization of the Red Wing Home Guards, with F. J. Seebach as captain, and C. J. Heglund and A. G. Rehder as lieutenants, to serve during the absence of Company L. Toward the close of the year, the company performed service in connection with a street car strike at St. Paul.

C. S. Sultzer was honored by being chosen president of the National Association of Specialty Advertisers.

The free bridge proposal was finally accomplished. The city issued certificates of indebtedness in the sum of \$15,000 to cover Trenton township's share of the cost of a new bridge across the Wisconsin channel. Whereupon the Red Wing and Trenton Transit Company surrendered all its property, except the old ferry approaches, to the Wisconsin authorities, and the road, from the end of the Red Wing bridge to the Wisconsin mainland, was taken over by Wisconsin and became a part of Wisconsin Trunk Highway No. 46. The cost of the bridge was \$45,000. So after twenty years' agitation, tolls on the wagon bridge across the main channel finally were abolished.

The saloon hours were fixed at 8 a.m. to 10 p.m., and card playing therein was forbidden.

F. W. Putnam was named a member of the state Railroad and Warehouse Commission.

The Auditorium was damaged by an interior fire, entailing a loss of \$42,000 and necessitating its closing for a long period.

The council obtained an injunction against the lighting company to prevent an increase in gas rates.

In connection with their annual meeting, the members of the National Editorial Association visited Red Wing and dedicated a tablet on the Republican building as a tribute to Hon. B. B. Herbert, founder of the association, and for many years actively identified with the Republican. Mr. Herbert was present on this occasion and naturally was deeply moved by the evidence of regard and esteem. Only a few weeks later, he died.

Mrs. Eva Lawther established an endowment fund of \$25,000 for the Y. M. C. A.

Mayor Pierce died suddenly on July 30. In October, Peter A. Nelson was elected to succeed him in office.



The new high school building and the new Jefferson school were dedicated toward the close of the year.

Wheat reached the two dollar mark for the first time since the Civil War.

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✱ 1918 ✱  
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The war activities continued to occupy the attention of the people as a whole throughout the greater portion of the year. There was almost ceaseless work by the Red Cross and other organizations. There were fuel-less days and conservation of food supplies. New recruits were being mustered into service and farewell dinners accorded them—in fact, everything seemed to center around the war.

The War Savings campaign, previously referred to, was completed, as were also the third and fourth Liberty Loans. In the latter two, Red Wing's share was \$890,000, and the citizens responded nobly, easily going over the top by contributing \$956,000. A Red Cross auction netted \$22,000.

Early in the year, a farmers' community dinner was held, attended by more than 1,500 residents of the adjoining Pierce County, Wisconsin, area in celebration of the "free bridge."

No packets operated on the river this season. The busy steam-boating days were rapidly drawing to a close.

Some sedition cases in the courts awakened general attention but no quarter was given to slackers or any others not contributing the full measure of their support to the cause of the country.

A loyalty parade in May numbered between six and seven thousand participants.

For united war work, a committee under the direction of H. C. Stebbins, W. C. Krise, C. S. Sultzer, and E. S. Hoyt, raised Red Wing's share of \$68,808, contributed in the county.

The community had a taste of day light savings. The city folks on the whole were well satisfied but the country residents did not like it.

Reverend P. E. Carey, rector of St. Joseph's Catholic church, died. O. Whitman, former superintendent of schools, also passed away.

H. N. Nordholm was honored by being chosen Great Sachem of Minnesota Red Men.

The repairs to the Auditorium were completed and it was again opened to the public.

The flag staff on the city hall grounds was erected.

The news of the Armistice on November 11 was the occasion for an impromptu celebration, of which Red Wing has never seen the like either before or since. All through the day and far into the night, the demonstration continued. Business was suspended and processions filled the streets, the participants giving expression to their joy in dancing and singing, extemporaneous speeches, and the like. In this celebration, the old school bell, which for fifty years had summoned the youth of the city to their studies, being discarded when the old Central school building was demolished, was especially prominent. It has since been used on special occasions.

By order of the government, the breweries ceased operations on November 30.

The close of the year was marked by an epidemic of influenza, which seriously crippled the community for a time. Quarantines were established, churches and schools closed, public gatherings forbidden, and doctors and nurses worked day and night. In all, there were thirty-one deaths in the city from the disease, and about one in forty of the population was affected. The epidemic was not brought under control until early in the following year.

It is but fitting in this connection to note the names of those who held rank during the war.

The following attained rank and saw service in France:

Lieutenant-Colonel—O. F. Seebach.

Captains—O. F. Ruebke, C. E. Soderholm, F. F. Hoorn, W. J. Bach.

Lieutenants—Harvey M. Johnson, W. C. Risse, B. A. Hawkins, H. A. Loye, E. O. Peterson, E. C. Schacht, Rev. T. A. Hoff, A. O. Julsrud, F. I. Kosec, R. V. Schenach, O. Eames, R. Hanson, Otis Nelson, V. S. Neill, Raymond Pierce, A. Stark.

These also attained rank in the preparatory work in this country:

Major—John N. Loye.

Captains—C. P. Diepenbrock, T. N. Ofstedahl, M. W. Smith.

Lieutenants—Ray Goodwin, J. J. Saul, M. G. Servick, J. S. Van Guilder, H. E. Weisel, E. P. Eckholm, J. W. Fridell, W. E. Lindell, Wm. Soderholm, Neal Arntson, J. L. Gloning, C. A. Knorth, A. Meland, H. P. Reitman, H. A. Webster, R. H. Hvezda.

In the navy—S. D. Sheldon, Herbert Skoglund, Hugh A. Smith.

One of Red Wing's pioneer teachers, Mrs. Sarah Hasler, passed to her reward.

♦ ♦ ♦ ♦ ♦  
 ♦ 1919 ♦  
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It was a joyful year for Red Wing in many ways, for the soldier boys were returning home. The first contingent of any size was one of thirty-one from Company L, which arrived late in January, and from then on small detachments were arriving every week.

The Victory Loan was floated amounting to \$1,500,000. Red Wing's allotment was \$375,000 and our folks subscribed \$377,500.

It was costing \$14.19 per capita to operate the city.

The murder of Anton Schill and his wife at their home on the outskirts of the city created some excitement for a time, resulting in the conviction and life sentence of the murderer.

A canvass for Armenian and Syrian Relief was conducted in the city and county, \$7,766 being collected. The city campaign was under the direction of Mrs. S. H. Lockin, with E. H. Lidberg, and J. K. Grondahl assisting.

The Art History Club gave voice to the first real disapproval of the shell band stand in the city park.

Paving operations were taken up extensively. Main street was paved to Hay Creek, from which point the county took up the work and carried it to Towerview Farm, five and a half miles from the city, the first paving laid in the county in the rural districts and the paving which it is now proposed to replace, fourteen years after its completion.

An ambitious undertaking at this time was the reorganization of the Commercial Club into the Chamber of Commerce. The work was done by a bureau, which for a fee of \$5,000 guaranteed



to secure a membership income of \$10,000 a year for three years. This, they succeeded in accomplishing. A full time secretary was employed at \$4,000 a year, with two assistants, and an ambitious program for developing the city planned. Very few of the projects materialized and when the three year period expired, it was found necessary to go forward on a much reduced plan, more in keeping with the size of the city.

On July 1, the saloons of the city closed, in accordance with the provision of the national prohibition law.

The Citizens Fund Mutual Fire Insurance Company moved to its second home, at Third street and West Avenue.

The public school expense was rapidly increasing, this year having reached a total of \$85,000.

Salaries and wages were generally advanced on account of the increased cost of living brought on by war prices.

Incensed at what they deemed exorbitant charges by the power and lighting company, the citizens voted bonds in the sum of \$350,000 to build an electric plant, 810 favoring, and 479 opposing the project. The bonds were never issued, the proposition later being vetoed by the courts.

Notwithstanding the onward march of the auto, there were still applications for the erection of hitching posts. Yet autos were becoming so numerous that an ordinance was passed forbidding the making of turns save at street intersections.

Red Wing was designated as M-33 in the aerial mail service.

A fire at the Ladies' Seminary, later discovered to be of incendiary origin, did damage totaling \$35,000.

On October 21, a homecoming day for Goodhue County soldiers was held at Red Wing, the boys having generally returned by this time. There was a dinner, an afternoon welcoming meeting addressed by Governor J. A. A. Burnquist and Mayor P. A. Nelson at the Auditorium, followed by a ball in the evening, one of the outstanding events of a decade or more. Twelve hundred service men participated.

Bonds in the sum of \$50,000 were voted for sewers and paving extensions and additional fire protection.

Chas. P. Hall served as president of the League of Minnesota Municipalities.

After thirty years of service, Rev. O. S. Meland resigned from the pastorate of St. Peter's Norwegian Lutheran Church.

C. S. Dana terminated thirty-two years of service at the court house as clerk of court and in other capacities.

Skirts were "going up" at this time and hair was becoming shorter among the gentler sex.

H. S. Rich and John Hack, old residents, died.

The American Legion Post was organized with C. E. Soderholm as the first commander.

### POST WAR DECADE

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✦ 1920 ✦  
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Another flu epidemic which had started the preceding fall was on the wane, but there were still 101 cases in the city.

The public rest room dates from this year.

A proposal for the establishment of a park board was defeated.

The Red Wing High School basket ball team again won the state championship.

Two destructive fires are recorded for this year. In June, just at the close of the school year, the Red Wing Lutheran Ladies' Seminary, which had become a leading school for young women, burned to the ground, the fire being of incendiary origin. Strenuous efforts were put forth to secure the rebuilding of the school but these proved of no avail and Red Wing lost a valuable educational institution. The financial loss caused by the fire was \$200,000, partly covered by insurance.

In August, the mill work factory of the Charles Betcher Lumber Co. burned. A new company was organized, called the Red Wing Millwork Co., which rebuilt the factory and did a very good business for a number of years.

There were six hundred automobiles owned in Red Wing. Today there are more than 10,000 owned in the county.

The motorcycle "cop" dates from this year.

In August, at the grounds of the Red Wing Golf Club, was held a historical pageant, one of the most magnificent spectacles ever presented in the city. Hundreds of people participated in the presentation, and thousands from Red Wing and the surrounding country witnessed it, many coming from distant points. The event was made the occasion for another home coming reunion.

The Kiwanis Club dates from this year. T. N. Ofstedahl was the first president; J. R. Sweasy, the first vice president; and S. L. Kaldem, the first secretary.

The first express truck arrived in Red Wing.

The census accorded Red Wing a population of 8,637, and there was considerable complaint that this figure was not correct. The county was given 30,799.

The rubber company plant was taken over by the Sponge Tire Co., a new corporation.

A cyclone did considerable damage in Featherstone and Belle Creek.

Beginning May 18, there was a ten days' rain period and on July 10, the thermometer registered 103, which was a seven year record.

At the 45th commencement of the Red Wing High School, there were 45 graduates.

Among the deaths to be recorded are C. A. Erickson and C. E. Sheldon, for years prominent residents.

The county expended \$400,000 on highways.

The Soldiers' Monument Association, to provide some memorial for the soldiers of the World War, was organized with Dr. M. W. Smith as president.

Taxes were raising by leaps and bounds. In 1918, the total city tax was \$77,958; in 1918, \$82,966; in 1919, \$104,711, and in 1920, \$145,483.

The Red Wing Linseed Mills were taken over by the Pittsburg Plate Glass Co.



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+ 1921 +  
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Flour was selling at \$7.90 a hundred.

More than one hundred women petitioned for the appointment of a police woman. One was named, the women bearing the expense for a time, but the venture did not prove satisfactory and was discontinued.

The Home Guards were disbanded early in the year.

A new bridge, across the Cannon river on Highway No. 3, was built at a cost of \$23,759. A few years later, the location of the highway was changed and the bridge became a portion of a local highway little used.

Obadiah Eames, who was the first Red Wing resident to enter the World War, died. He joined the Norton-Harjes Ambulance Corps in May, 1917, and saw active service throughout the struggle.

Religious instruction in connection with the public schools was inaugurated through the establishment of schools of instruction in a number of the churches, attendance at which was permitted during regular school hours.

Eleven hundred vehicles were passing daily along Highway No. 3, just west of the city.

The county expended \$255,000 on roads this season.

The Red Wing Post Office was advanced to the first class.

The manager form of government was discussed for a long time, but no definite action to that end taken.

To Mrs. I. B. Harrison and Mrs. C. C. Bracher came the distinction of being the first women jurors to serve in Goodhue County.

The Red Wing Silver Fox Farm was organized, and the Red Wing Nursery Company also began active operations.

The Independence Day celebration was made the occasion for another home coming, former Red Wing residents in the Twin Cities participating.

Serious losses to the business interests of the city were the deaths of H. C. Stebbins, president of the Red Wing Milling

Company, C. H. Boxrud, and Peter Nelson, long time merchants. Tams Bixby, who had been prominent in the community for many years, also passed on.

The Golf Club built their club house this season.

Fishing was good. In one week 100,000 pounds of fish were taken out of Lake Pepin.

Forty-nine men signed for the organization of a machine gun company, but the organization was never completed. A little later Company B was organized.

The project of establishing a vinegar factory received serious consideration and resulted in the Red Wing Food Products Co. coming into the circle of Red Wing's industries.

The military training, which had been inaugurated in the public schools, was discontinued.

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\* 1922 \*  
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The City Hospital received a gift of \$5,000 from Miss Helen Friedrich, and later on Mr. and Mrs. C. E. Friedrich gave \$20,000 to the same institution toward the building of an additional wing in memory of their son, Edward Friedrich. Another gift to the hospital was \$5,000 from the estate of Mrs. Anna Josephson.

The city took over the public rest room which up to this time had been maintained by a company of women, and the county took over the support of the Red Cross Nurse.

A building program of \$300,000, including 35 new residences, was outlined for the year.

The Danielson Elevator on the Levee burned in August, entailing a loss of \$17,000. With its destruction there passed into history the last grain house in Red Wing, independent of the mills, where fifty years before there had been a dozen devoted to this industry.

The two telephone companies were consolidated and Red Wing given service with one exchange. First the citizens wanted telephone competition and then they concluded that two systems were a nuisance.

Street fairs were resumed once more.

In line with the proposal to build a municipal lighting plant, a public utility board was created with F. D. Putnam, C. J. Sargent, and J. J. Bovy as the first members. But no plant being constructed, the board never served.

An addition of forty acres to Oakwood cemetery was provided at a cost of \$87.50 per acre. The first forty bought for this purpose cost \$4.50 per acre.

Wm. Busch, who had been prominent in the community since pioneer days, died this year. A. Ellingson also passed away.

Milk advanced to eleven cents and cream to twelve.

It was about this time that the first trouble was experienced with the creosote block pavement which had been laid, manifesting its tendency on occasion to present the appearance of the ocean waves or the after effects of an earthquake upheaval; and loud were the denunciations of the advocates of this form of paving. The trouble has continued ever since here, as well as at many other points.

The school board succeeded in selling the land which had been acquired for a school farm; so another noble experiment went into the discard with no inconsiderable loss to the tax payers.

The cost of operating the city for the year was \$297,000. Of this amount, the board of public works expended \$167,000, largely for paving.

In November, Factory A of the Sewer Pipe Works, formerly the John H. Rich plant, was destroyed by fire, entailing a loss of \$125,000. It was immediately rebuilt.

The federal government announced there were twenty-two names on the slacker roll for Goodhue county for the World War, six of them in Red Wing. These slackers, it was claimed, had avoided the draft.

There was some talk of the Milwaukee road abandoning the old line between Red Wing and the junction above Etter and moving the line out alongside the island track. This led to the proposal to utilize the old road bed, if abandoned, for a highway, a project which it is earnestly hoped can yet be realized; for no more beautiful scenery can be found anywhere.

On a day in December, when a heavy storm raged, there was a serious automobile accident, three fire alarms, and a store front shattered.



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After much wrangling with the lighting company, the council voted to build an electric plant on the bond issue voted for this purpose in 1919. But citizens objected, obtained an injunction, and finally the council was permanently restrained from issuing these bonds. As no other funds were available for building, of course nothing could be done. Later the electric plant was taken over by the Northern States Power Company, and, under the management of C. W. Loring, far better relations were established between the people and that corporation than had prevailed with the former owners.

There was a hard coal famine for a time, but it did not continue very long.

Some damage was done by a fire at the Red Wing Seminary, and this, following the burning of the Ladies' Seminary, led to the providing of better fire protection for the college hill area of the city.

The fiftieth anniversary of St. Joseph's Convent was observed.

A Parent-Teacher organization was effected but it was continued for only a short time.

Again there was talk of utilizing the peat bogs near the city in the production of fuel, but nothing came of it.

W. H. Putnam retired from the library board after having been connected with that body for nearly thirty years, the greater portion of the time in the capacity of president.

There was endless trouble with the dry law violators. Some were fined, others committed to jail, but as fast as one crop was disposed of another appeared.

The Goodhue County Co-operative Company was placed in the hands of a receiver.

Roman Bladet, a Swedish story paper, was sold by the Eagle Publishing Co. to Minneapolis parties after having been published here for eight years.

The building of a rural electric power line came into consideration at this time, and was effected shortly afterwards.

The first annual poultry show was held.

The reconstruction of the hook and ladder truck for the fire department practically ended the days of the use of horses for hauling fire apparatus.

For the second time, the manufacturers of Red Wing joined in an exhibition at the Minnesota State Fair, occupying an entire building with their wares, some completed, and some in the process of manufacture. It was a wonderful exhibit, and won general approval from visitors at the fair.

The Ku Klux Klan was active at this time, staging a parade, display of crosses, and an open air initiation on the old circus grounds.

The water works equipment was materially improved by the sinking of another well and providing another reservoir and pumping station at the lower end of Barn bluff at a cost of \$32,000.

C. L. Davis, pioneer editor, died, as did Swan Olson, another pioneer.

A proposal was advanced for erecting some memorial to the World War soldiers in Central Park, but nothing came of it.

Dandelions were in bloom in December. The first snow-fall did not take place until December 27th.

A symphony orchestra was doing splendid work at this time under the leadership of Randall Webber.

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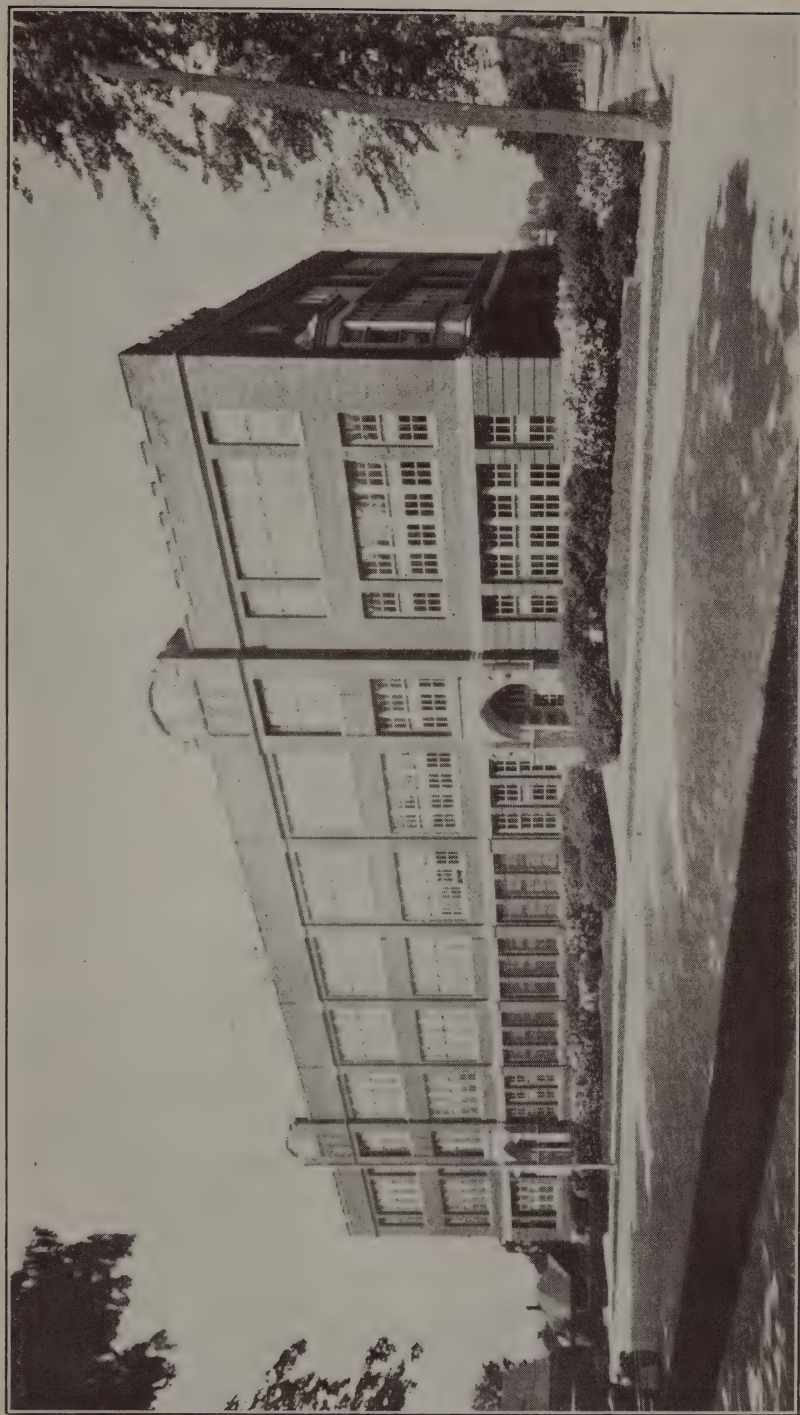
Tobagganing was again becoming a popular sport. A slide was operated on West Avenue. A winter carnival was conducted under the direction of the Chamber of Commerce and the Kiwanis Club.

The Northern States Power Co. opened a division office in Red Wing.

The fiftieth anniversary of the Swedish Mission Church was duly observed.

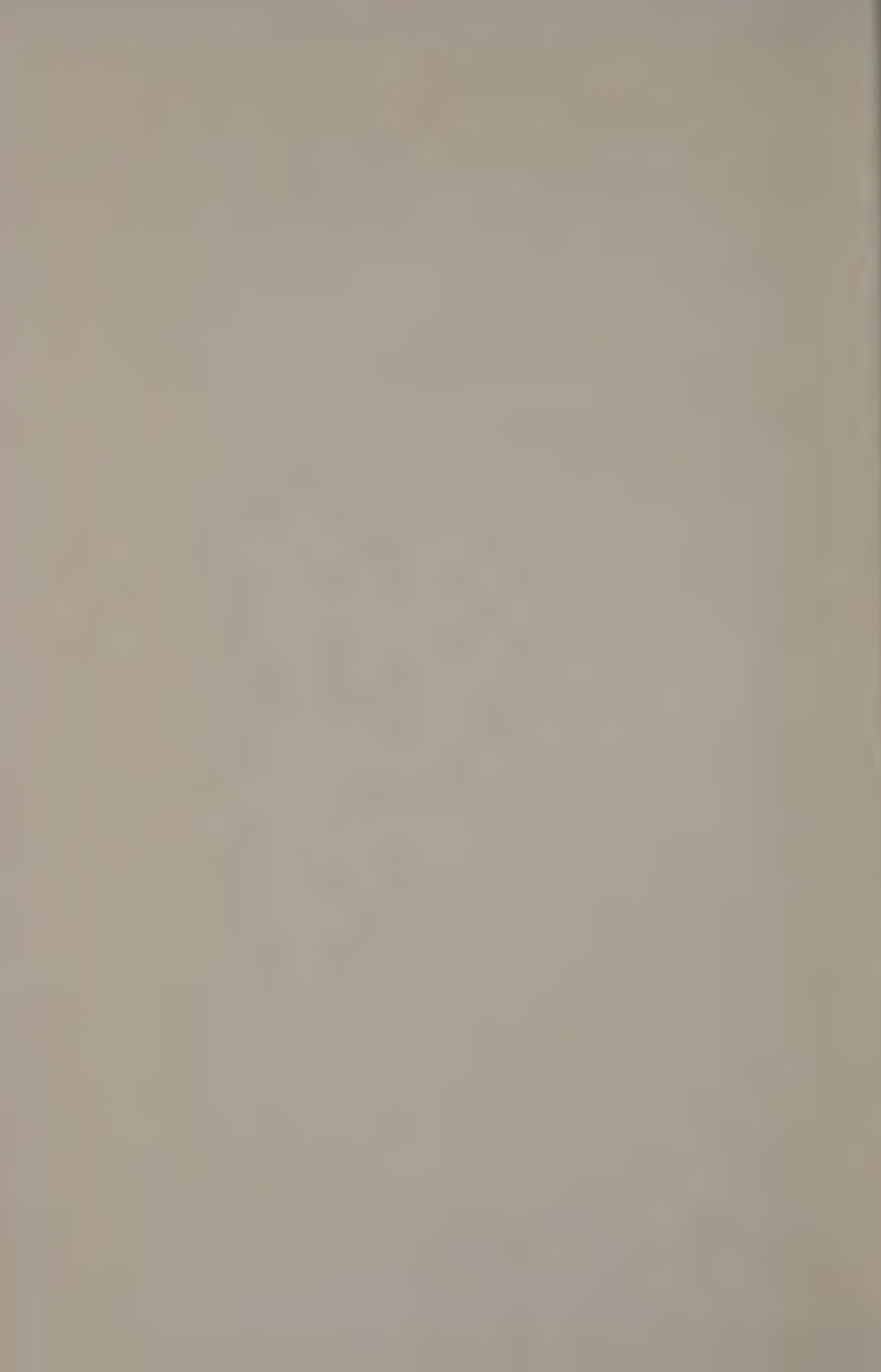
There was a flag raising at Island Park which was generally participated in.

This year was marked by the election of Hon. A. H. Andresen to represent the Third Minnesota District in Congress, in



THE RED WING HIGH SCHOOL BUILDING





which capacity he ably served until 1933, attaining high distinction for his work. Among the men of note heard here in a political way was Chas. E. Hughes.

John H. Rich, who had done so much for Red Wing over a period of years, died in May. Other men of prominence in the community who answered the final summons were A. Josephson, H. J. Herder, Dr. C. L. Opsal, T. E. Perkins, and G. H. Cook.

The new Salvation Army Home on Third street was purchased and occupied.

East Avenue was paved to the cemetery gate, and Fourth street from Bush, to and including a portion of Buchanan.

The Wisconsin highway authorities expended more than \$30,000 on the improvement of the island road.

Rev. T. E. Ahlstedt came to Red Wing as pastor of the Swedish Mission Church. He is today the second oldest active clergyman in Red Wing in point of years of residence here.

The first Hallowe'en celebration for the young folks goes on record from this time.

Miss Helen A. Friedrich made a gift of \$15,000 to the City Hospital as a memorial to her parents, Mr. and Mrs. John Friedrich and her brother, J. H. Friedrich, which, with the previous gift of \$20,000 by Mr. and Mrs. C. E. Friedrich, permitted the construction of a fire-proof addition to the hospital at a cost of \$40,000.

Miss Mabel Densmore retired after twenty-three years service as choir director at Christ Church.

There were reported to be 2,918 farms in Goodhue County.

A noteworthy event was the first step toward the removal of the Vasa Orphan's Home to its new location in Burnside, due mainly to generous gifts of Dr. and Mrs. A. P. Anderson. And it is most fitting that the happenings in this connection should be stated in Dr. Anderson's own words:

"The Children's Home has a history running back many years in Vasa township. During that time I was a part of the Vasa and Featherstone community, not only in the church but in the district school activities as well. I saw the Home's small beginnings and knew of its sufferings in fire and tornado storms, until I was grown up. Love for it was instilled in me for life. Even

after an absence of twenty-five years from this community, when I returned to settle in Burnside township, the memory of the great destructive tornado of 1879 had not faded. I felt that I was a part of and had an equal share in this home and the Featherstone and Vasa communities. This feeling has never waned, and I still regret to some extent, the same as the Vasa people do to this day, that the Home was taken from them. However, a few years back, the report went out that the Home was to be taken away from Vasa and moved to the Twin Cities. In order to prevent this and to keep the Home in Goodhue County, we, and others in Red Wing, were asked if we would help to secure land in Burnside for the new home. The final result was that Mrs. Anderson and myself gave the land for the erection of the new Vasa Children's Home at Burnside. At the time an unusual amount of publicity was given to us and the value of the gift was exaggerated to such an extent that we have since wished it had not, and we also know that it was to a large extent propaganda to obtain funds through 'drives' for other institutions. Many people in Red Wing and vicinity gave largely to the Home, but were not mentioned, nor was Vasa itself mentioned as the prime giver of the Home, and theirs was the greatest loss. A loss to such a degree that to this day they have never been reconciled to the moving of the Home to Burnside.

"I am still a part of the Vasa and Featherstone communities and always will be, and therefore feel like they do. Only this we hope and we feel sure that in time we will all look forward and not backward. Only this will insure a great future for this fine institution."

The Isaak Walton League was organized with H. L. Hjermstad as the first president.

The Burnside rural electrical line was attracting general attention, delegations coming from points as far distance as Alabama to investigate its operation.

Two voting precincts were added, making ten in all.

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♦ 1925 ♦

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The Armory and Masonic Hall were destroyed by fire Easter night, entailing a loss of \$125,000, the largest conflagration in several years. The legislature being in session, an appropriation of \$25,000 was obtained to rebuild the armory portion and the



Masons decided to look elsewhere for a location. Later the Twin City Brick plant burned and was never rebuilt.

The County Rangers were organized to do service in the case of bank robberies, which were becoming frequent. Fortunately they have never been called to act.

Potatoes sold at \$2.10 a bushel.

It was at this time that, in a spirit of levity, the councilmen, in presenting a new gavel to President C. L. Kellogg, first produced a mallet with a fifty pound head affixed. The worthy president was taken considerably aback, but managed to recover his usual calm when a regular gavel was substituted to assist him in maintaining order among the city fathers during their deliberations.

The names of the city schools were changed, for the old East, South, and West, Colvill, Hancock, and Jefferson, being substituted.

An inspection by representatives of the state fire marshal's office revealed 186 fire hazards, which were ordered removed.

The Cannon Falls power line was completed into Red Wing, giving the city added electrical service.

The Red Wing Legion Drum Corps captured its first leading prize.

The first rural education day was held, participated in by the schools generally.

There was a rain fall of 2.54 inches on June 17, the heaviest in fourteen years.

The High School gymnasium was enlarged and refitted, making it modern in every detail.

The Veterans of Foreign Wars organized a post with C. C. Bracher as first commander.

The State Agricultural Department estimated the value of root crops of Goodhue County for this season at six million dollars. At the same time, the Dairy Department placed a value of three million dollars on the dairy products.

First steps toward transfer of the high bridge from Red Wing to the authorities of Wisconsin and Minnesota to make it a portion of the inter-state system, were taken at this time. But seven years elapsed before this was accomplished.

The fire protection of the city was still further increased by the purchase of another fire truck involving an outlay of \$12,000, making the fire fighting equipment of the city the equal of any community of its size.

The paving on Trunk Highway No. 3, between Red Wing and Lake City, was completed and the road opened for traffic in the fall. As a portion of this improvement, Plum street was paved to Seventh, and Seventh street full width to the Training School grounds. Main street was paved from Plum to Bluff.

D. M. Neill, who had for years been among the leading public spirited citizens, answered the final summons. Others prominent in the community who passed away were B. F. Seiz, F. S. O'Neill, W. E. Spencer and J. F. Merrill.

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\* 1926 \*  
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Work began on the new church of St. Paul's English Lutheran society.

A food and sales exposition, held in the quarters which had been occupied by the Goodhue County Co-operative Co., drew an attendance of more than ten thousand.

The Remmler property on Fifth street was purchased for a play ground for the schools.

The sinking fund for the building of a new court house was started with a two mill tax.

W. T. Grenfell, the noted Labrador doctor, was among those who were in Red Wing this year.

Dr. W. M. Sweney, pioneer, passed to his rest, as did Wm. Johnson, E. H. Hoard, and G. S. Fisk.

A pipe organ was placed in the Auditorium.

The Red Wing Choral Club won first honors in the contest at the meeting of the State Federation of Women's Clubs. Composing this organization, under the direction of Margaret Beaulieu, were Mary Molton Gustafson, Irene Steaffens Truman, Catherine McGuigan, Norma Shotola Gove, Margaret B. Johnson, Rose Morley; Solveig Hjermstad accompanied. This organization, in addition to winning the state contest, had won three successive district contests, retaining permanently the district cup.

A motorized ambulance was added to the equipment of the city. This vehicle, which cost \$1,900, was procured as the result of a canvas conducted by a Chamber of Commerce committee of which L. W. Bach was chairman.

The establishment of a Junior College in connection with the public schools was very strongly advocated for a time, but finally defeated.

The Art History Club, the oldest woman's club in Red Wing, celebrated its twenty-fifth anniversary.

Two outstanding events can be recorded for this year. One was the visit of Crown Prince Gustaf Adolf, of Sweden, and his wife, to Red Wing on their way to Vasa to pay tribute to the pioneer Swedish settlement there, in the course of their tour of the United States. The royal party arrived in Red Wing early one morning in June, and the crown prince made an address before an immense audience assembled in the city park. Later the party proceeded to the site of the new Orphans' Home in Burnside, where the Crown Prince laid the corner stone of the new building. The party then journeyed to Vasa, where dinner was served, after which they departed for St. Paul.

In August, at the grounds of the Red Wing Golf Club, was presented a pageant, depicting events in the life of Araham Lincoln and happenings of the Civil War. It was a most enchanting occasion, hundreds in brilliant costumes participating in the production, and thousands viewing the thrilling scenes presented.

The Red Wing Legion Drum Corps, which had attained high rank throughout the northwest for several years, attended the National Legion Convention at Philadelphia, the expenses of the journey being defrayed by the citizens of Red Wing.

Red Wing sand was being used in the manufacture of wind shields for Fords.

After a continuous service of thirty-three years, John Jansen retired from the police force.

The days of markets for wood and produce seemed to be ended, so the council sold the public marketing place.

The City Hospital was at this time taken over by the municipality, thus placing this institution where it properly belonged, and relieving the self-sacrificing citizens, who had carried on the



work for many years, of the burden which they had so willingly assumed. The first hospital board was named consisting of H. L. Hjermstad, Dr. A. W. Jones, W. S. Weiss, C. E. Friedrich, and C. A. K. Johnson.

The last outside fire house was closed, all apparatus being housed in the Central fire station.

The city tax increased to \$151,120, the high point in the history of the municipality.

The sixtieth anniversary of St. Peter's Norwegian Lutheran congregation was observed.

The game refuge at Frontenac was established.

The output of the Red Wing manufacturing establishments for the year was placed at \$15,000,000.

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✦ 1927 ✦  
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The old Mississippi was on a rampage, causing floods to the south. Red Wing people contributed \$3,100 for the flood sufferers.

This year's graduating class numbered an even one hundred, the largest in the history of the schools up to this time.

In June, Red Wing business men made a good will tour of the county.

Memorial Park on Sorin's bluff, as a memorial to the soldiers of all wars, had its origin at this time under the energetic leadership of Dr. M. W. Smith. Originally two organizations were effected to provide a memorial, the Soldiers Memorial Association, headed by Dr. Smith, and the Woman's Community Association, led by Mrs. Henrietta P. Taber. Funds amounting to \$6,000 had been accumulated, of which the women had provided about \$2,500. First a new band stand in the park was talked of but when the park was proposed, both organizations joined heartily in this project as a fitting memorial. A gift of \$10,000 from Wm. Lawther, of Dubuque, Iowa, in addition to the funds on hand, enabled not only the purchase of the property of ninety-three acres, but also the building of a road leading up to the park and a driveway around it. Further improvements have already been made on the grounds, largely through the work of the veterans of the World War, and in time to come this will be one of the real beauty spots of the city.

The National Chorus of Sweden paid Red Wing a visit in June.

The new church of St. Paul's English Lutheran congregation was dedicated in July.

The Levee Park was named the A. P. Pierce Park and the park on Broadway, the J. H. Rich Park, giving due credit to the two citizens who were directly responsible for the adornment of this city with these additions to its beauty.

An additional reservoir for the water works was constructed on Sorin's bluff, at a cost of \$31,581, increasing the storage capacity of the city water supply by 1,200,000 gallons.

Traffic on the river was resumed with the inauguration of service by the government subsidized line, after having been abandoned for several years. But Red Wing was not on the map because there were no terminals here. It was found that terminals such as were really required would cost about \$15,000. So nothing was done in the matter.

The Two Hundredth Anniversary of the establishment of Fort Beauharnois on Point Au Saub at Frontenac was fittingly observed under the auspices of the Goodhue County Historical Society with addresses and the dedication of a tablet, placed in front of the Villa Marie Convent, commemorating the establishment of this last French fort in the upper Mississippi valley on September 27, 1727.

Central Avenue was paved from Seventh to Grace and Seventh street from East to West Avenue.

Deaths this year included Rev. J. H. Gaughan, J. J. Ferrin, P. A. Lamberg, P. J. Lundquist, and J. H. Drew.

The tax rate was 79.9 mills.

After six years of efficient service as pastor of the First M. E. Church, during which period he became a prominent figure in the community, Dr. A. J. Northrup was elevated to the position of District Superintendent of the M. E. Church.

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\* 1928 \*  
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The National Ski Tournament was held here in January and drew an immense concourse of people, many from distant points. The contest was staged on the Charlston Hill. An ice palace was built in Broadway Park in connection with the winter festivities.

An addition to St. John's Hospital costing \$75,000 was planned and construction begun.

An appropriation was made by congress for an addition to the Red Wing Post Office.

The river showed a ten foot stage of water in March. In July there was a rain fall of 1.64 inches in one storm.

The first annual flower show in Red Wing was held.

In July, the visit of President Coolidge to Cannon Falls to dedicate the Colvill monument drew a very large attendance from Red Wing. The president was spending his summer vacation in northern Wisconsin and came to Cannon Falls with his party on a special train. He delivered an address extolling the bravery of the First Minnesota regiment and Col. Colvill at Gettysburg, and Mrs. Coolidge unveiled the monument which was provided mainly through the efforts of the 135th Minnesota regiment, the direct successor to the old First.

Congressman Andresen secured a \$10,000 appropriation for the Red Wing Air Field, across the river.

The twenty-fifth anniversary of St. John's Hospital and the fiftieth anniversary of St. John's Church were fittingly observed.

Deaths of note included T. R. Bjorngaard, Rev. O. S. Meland, Rev. Oliver Dolphin, A. J. Meacham, Wm. Lawther, and G. O. Brohaugh.

Work was begun on the Masonic Temple at Fourth street and East Avenue.

A tourist camp was established in the park on the island.

Subscriptions totalling \$25,000 were made for the establishment of a Junior College at the Red Wing Seminary.

Plans were begun for the building of a new court house.

The registration for the fall election far exceeded that for any up to this time.

Charles P. Hall was chosen judge of the district court.

A one mill tax for a municipal band was defeated at the polls.

Rev. W. E. Pearson came to Red Wing this year as pastor of the First Lutheran Church, as did also Rev. E. F. Marker as pastor of St. Paul's English Lutheran Church, and Rev. Gordon Johnson as pastor of the First Baptist Church. All have been prominent in the affairs of the community.



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\* 1929 \*  
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A consolidation of the Security Bank and Trust Co. and the Red Wing State Bank, followed shortly afterwards by the new bank being taken over by a chain and the name changed to the Red Wing National Bank and Trust Co., was the leading financial event of the year. This witnessed the retirement of W. H. Putnam after fifty-six years connection with the bank and of W. H. Grow who had been associated with the institution for forty-five years.

A flu epidemic early in the year caused some uneasiness, and a snow blockade about the same time materially interfered with traffic. A snow plow, obtained by the business interests, did very efficient service in opening country roads.

The tire factory, taken over by the Durkee Atwood Co., was doing a thriving business.

Red Wing achieved distinction as standing first in the entire nation in the percentage of votes cast compared to the number eligible to vote.

The first sound pictures were produced at the Auditorium.

The dam at Hastings evoked considerable agitation relative to its use in supplying electric power. The Council and the Chamber of Commerce took up the proposition but after an investigation, nothing came of it.

Through the efforts of the Kiwanis Club the stairway leading to the summit of Barn bluff was constructed, affording easy access to the summit. The stairway was dedicated in August with an address by Governor Christianson.

The manufacturers were hosts to the firemen at a complimentary dinner in recognition of the efficient work they had done.

In the fall took place the dedication of Memorial Park on Sorin's bluff.

The grim reaper was especially busy this year, among those summoned being C. E. Friedrich, A. W. Zorn, S. T. Featherstone, H. P. McIntire, A. P. Olson, Paul Eames, and P. Jorgensen.

The improvement program totaled more than \$600,000.

An addition to the federal building, involving an outlay of \$30,000, was constructed.

This year marks the location in Red Wing of Father W. A. Daly as rector of St. Joseph's Catholic Church. Father Daly has taken an active interest in community affairs, especially in matters pertaining to the care of the needy.

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♦ 1930 ♦  
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The ice went out of the river on February 24, an unusually early date.

The proposal to build a swimming pool at Colvill Park took active form this year and resulted in the work being undertaken during the year following.

Mrs. C. E. Friedrich made a gift of \$5,000, the income to be used in assisting needy students at the state teacher's colleges.

The congregations of the Trinity and St. Peter's Norwegian Lutheran churches united in one body with a home at Trinity Church.

The census gave Red Wing a population of 9,629, and the county was given 31,317. Red Wing now had 4,795 registered voters.

On June 23, occurred the heaviest rain fall in a period of twenty years. The area west of Red Wing was devastated by a cyclone.

The Presbyterian and Swedish Lutheran Churches observed their diamond jubilees.

Geo. Cook retired from active service after a connection of fifty-two years with the clay working industries of Red Wing, in which he was a pioneer.

A zoning ordinance was adopted for the city.

The magnificent new home of the Citizens Fund Mutual Fire Insurance Company at West Avenue and Fifth street, erected at a cost of more than \$100,000, became a reality and plans were approved for the new court house, to cost \$250,000.

It cost \$86.50 for the year to educate each pupil attending the public schools.

The fire bell which had done service for more than half a century was retired because of the coming demolition of the old

court house, and stored away in the basement of the city hall to keep company with the old school bell.

Summoned to the hereafter were C. H. Tiedeman, long a most efficient public servant, H. C. Kohn, and J. E. Kylo.

Memorial Park on Sorin's bluff was accepted by the city council as a portion of the parking system of the community.

H. M. Griffith became a resident of Red Wing as president of the Red Wing National Bank and Trust Company, a subsidiary of the First Bank Stock Corporation.

St. John's Lutheran Church was enlarged and remodeled at an outlay of \$41,000.

The Colvill highway, affording a highway across the state south of the Twin Cities, was laid out and later included in the state system.

A trucking mail service was established to Hudson, thus bringing to mind the star route mail service of the early days.

J. S. Pardee died at Duluth. He came to Red Wing in 1890, established the Goodhue County News, for a time engaged in a daily venture, then returned to the weekly. Later the publication was taken over by N. P. Olson.

The viking ship "Roald Amundson," captained by Gerhardt Folgero, visited Red Wing on September 18, after a 5,000 mile voyage from Palos, Spain, via Havana, Cuba, through the Gulf of the Mississippi. The boat was sixty feet long with a fifteen foot beam, manned by a crew of three. It was the first visit of an ocean-faring vessel to Red Wing.

The state convention of the Moose was held here, also the annual meeting of the English Lutheran Synod of the Northwest.

Bush street was paved from Fourth to Tenth, and Seventh street from Plum to East Avenue.

\* \* \* \* \*  
\* 1931 \*  
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The city really first began to feel the pinch of the general depression throughout the land early this year. Employment fell off in the manufacturing establishments, and requests for public aid became more numerous. At that, the situation in Red Wing



was far less serious than at the majority of points. Red Wing being a city of home owners, the majority of whom had conserved their resources in some measure at least, by drawing on the reserve, it was possible to continue along the previous lines for some considerable period.

A valuable worker in matters pertaining to civic as well as religious work came to Red Wing this year in the person of Rev. Earle B. Jewell, rector of Christ Church. A little later came Rev. P. B. Hoff, as pastor of the United Lutheran Church, who has also been active in community affairs.

The old court house, which had done service since the late fifties, was demolished and work was begun on the new structure, the corner stone being laid in June.

The swimming pool and bath houses at Colvill Park were opened in June. The cost of the pool was \$27,142, and of the bath houses, \$19,743.

Paving on Highway No. 3 was continued so that at the close of the season only eight miles remained to be laid to make an all cement route to the cities.

The state convention of the Izaak Walton League was held here.

The retirement of the bonds issued to pave from the city limits to the A. P. Anderson home began. The cost of the stretch of paving was \$221,935, and, while the state underwrote the issue at five per cent, the bonds bore five and one-half per cent, and the county paid the difference.

The fifty-third anniversary of Red Wing Seminary was observed. The Ladies' Seminary corporation was dissolved, removing the last hope of the rebuilding of that institution.

A chapter of the Disabled War Veterans was organized with H. E. Miller as commander.

The Frontenac game preserve was made permanent.

The first annual good will dinner was held, more than four hundred participating.

The cottage colony on the island opposite Red Wing showed material increase, many families making their homes there throughout the year.

Another artesian well was sunk for the water works system.

A joint arrangement between Minnesota and Wisconsin to take over the bridge across the river was finally effected and it became a portion of the interstate highway system.

A Chicago gangster was found murdered near Wacouta, bringing home to people here plain evidence of the operation of gangsters.

As the unemployment problem became acute toward the close of the year, among other undertakings to employ labor, was the building of a foot path to Memorial Park.

Prominent deaths during the year included F. B. McNeil, H. L. Hjermstad, Miss Bessie Foot, and Mrs. C. E. Friedrich.

Miss Jean Bryan won first honors in the dramatic division of the state high school declamatory contest.

The Masonic order celebrated their diamond jubilee.

\* \* \* \* \*  
\* 1932 \*  
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The new court house was occupied in January, the court room therein being dedicated on January 19, and the building as a whole, by Governor Floyd Olson on May 19. The total cost of the building and equipment was \$295,882, and best of all it was wholly paid for when completed.

The Central Ski Association tournament was held here in February, when a new record of a 168 foot jump was made on the Charlston hill.

The council was informed that a municipal electric plant and distribution system would cost \$750,000. That ended all plans of providing one, for the time being at least.

Two of the old style grain warehouses on the Levee, built in the sixties, were destroyed by fire, entailing a loss of \$40,000.

Five hundred participated in an eighteenth amendment repeal parade.

For the twenty-first time, O. W. Kolshorn was elected president of the Goodhue County School Board Association.

The annual convention of the Minnesota League of Municipalities was held here in June. S. T. Irvine was elected state president.

The 1932 graduating class of the public schools was the largest in history, numbering one hundred and twenty-seven.

Rev. Earle B. Jewell was honored by being selected as one of the speakers for the Lenten services in Chicago, selections for which are made from among the leading pulpit orators of the Episcopal Church throughout the United States.

The old shell band stand in the city park, which had been the object of much criticism for many years, was finally demolished and in its stead was constructed a new stand of stone at a cost of \$4,000, which was far more in harmony with the surroundings. It was dedicated on Flag day with appropriate exercises, including a parade, and an address by Hon. L. C. Hodgson, of St. Paul.

Two additions to the clerical list in Red Wing this year were Rev. C. G. Langley as pastor of the Presbyterian Church, and Rev. Everett Hall as pastor of the First M. E. Church, both of whom have taken an active interest in community affairs.

C. A. K. Johnson retired from active service in the post office, completing a record of thirty-three years in that capacity. He also served nearly thirty-eight years as secretary of the Fire Department Relief Association. C. O. Forssell completed fifty years of service in the post office; Jens Loye, forty-one years; and William Diepenbrock, twenty-nine years. All retired.

Highway No. 58, between Red Wing Zumbrota, was relaid and rebuilt at a cost of \$240,000.

Red Wing Seminary was joined to St. Olaf's College at Northfield and the school equipment on College bluff again became vacant.

Judge W. M. Ericson was chosen president of the State Isaak Walton League.

At the November election, for the first time in the history of the county, the Democratic national ticket won by a vote of 7,279 to 5,424.

Prominent deaths of the year were George F. Cogel, C. E. Lillyblad, C. A. Robson, S. J. Nelson, N. Halvorson and C. J. Sargent.

Mrs. C. Walter Johnson served as state president of the P. E. O.

The annual meeting of the State Federation of Women's Clubs was held here in October.



Paving was completed on Highway No. 3, between Red Wing and Hastings, providing an all cement route from the Twin Cities to La Crosse, save for the distance between Lake City and Wabasha, which is hard surfaced.

S. T. Irvine completed seventeen years service as city clerk and twenty-five years connection with that office.

Geo. F. Tebbe completed twenty-seven years service on the police force and Nels Severson completed seventeen years service as chief of police.

J. H. Doyle was serving his thirty-third year as clerk of the Modern Woodmen.

This year witnessed the closing of the Swedish M. E. Church. The congregation joined with the First M. E. Church.

Tax reduction was the outstanding issue through the year, and it brought about many gatherings and much agitation. From a total of \$149,894, the previous year, Red Wing's total was reduced to \$106,845.



And so we bring to a close this record of achievement in Red Wing, covering a period of four score years, from the Heminicha on the bank of the Mississippi, in the land of the Dakotas, in the days of Hupa Hu-Sha, and his fellow red men, to the energetic, forward-looking community of ten thousand white men and women who dwell here today, a splendid citizenry, among whom the possession of material wealth is no essential for recognition as a resident of real worth. Rather do they look upon neighborliness and service to one's fellow men and women, opportunities to do good, to give and not to get, as privileges most highly to be prized, the exercise of which will do more to promote health, happiness, and contentment than all the panaceas propounded in high sounding phrases.

Few communities possess a richer endowment of nature in charm and beauty of natural surroundings than does Red Wing. And as a fitting complement thereto, few possess a finer class of citizens as a whole.

That this situation may continue to prevail should be the earnest hope and constant endeavor of every inhabitant.

Those who have gone before look to those who follow after to continue the good work that has been so well begun. Shall we break faith with them? Or shall we take the torch they held so high and carry it forward?

## NATURAL BEAUTIES AROUND US

"It was so rich in many wise  
That it was like a Paradise."

One sometimes wonders if we are not a very unappreciative people here in Red Wing.

On every hand we have beauties the equal of any to be found in the entire land. And yet we seldom give them a second thought, save when some visitor drops in and goes into ecstasies over the natural charms of this entire section. Only a short time ago, Hon. L. C. Hodgson, the columnist of the St. Paul Dispatch, whose judgment and veracity cannot be questioned, made this statement:

"If there is a place on earth where one can get a finer view of nature than on the hills of Red Wing, I'd like to know where it is. If we had to go a thousand miles to see such a view, we would rave about it. But because it is at our back door, we overlook it. The Hudson river is not to be compared with this utter glory of the Mississippi."

View the replendent scene which stretches out before you from innumerable points in Memorial Park; then journey to the City Hospital point. Again ascend to the summit of Barn bluff. And later behold the glories of nature as spread out before you in panorama from the brow of Oakwood Cemetery. The pen of the poet, the brush of the artist, cannot adequately portray their beauties.

Journey down among the bluffs toward Frontenac and Lake City; out toward Hay Creek and Wells Creek; up the valley of the Cannon; cross the river and follow the course of Rush River and Lost Creek, the Trimbelle and the Isabelle; traverse the trail to Maiden Rock and Stockholm. At every turn new beauties unfold, new vistas spread out before the vision. Nature in all its glory was nowhere more lavish than in this section.



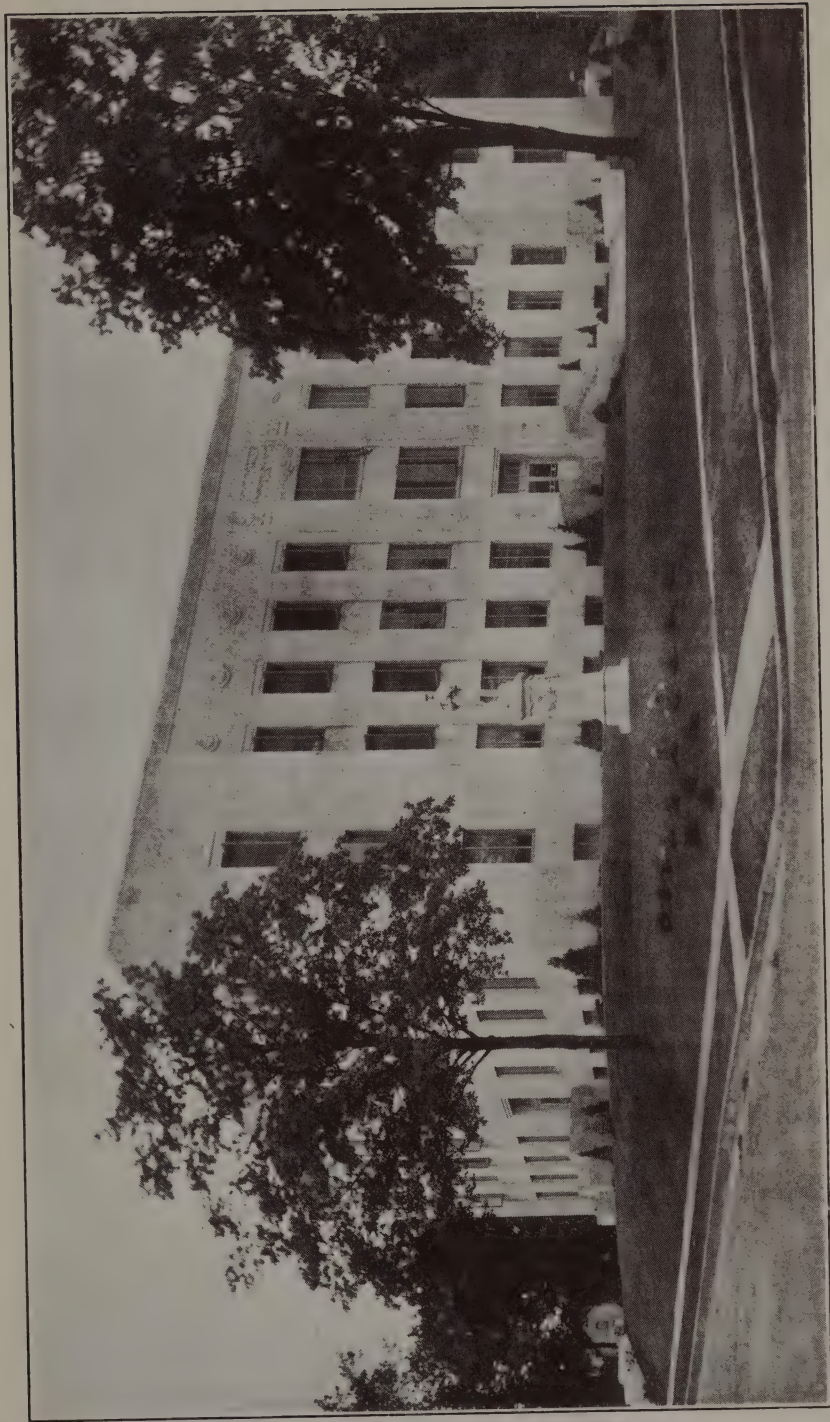
## GIFTS TO THE CITY

Red Wing has been favored far more than the average city in the gifts which have been made to the community by public spirited citizens, practically all within the last thirty years.

First was the gift of James Lawther, of a site for the public library, valued at \$4,000.

Soon after came the T. B. Sheldon Memorial Auditorium, which cost \$80,000.





THE GOODHUE COUNTY COURT HOUSE  
Completed in 1932





In 1906, the City Hospital received \$10,000 from the estate of Hon. J. C. Pierce.

The same year, Mrs. Charles Betcher erected the Betcher Memorial Chapel at Oakwood Cemetery, at a cost of \$15,000.

In 1907, John H. Rich expended more than \$5,000 in the improvement of Broadway; E. H. Blodgett provided \$5,000 for the cemetery entrance; and the estate of Mrs. A. L. Graham furnished \$30,000 for the Old People's Home.

In 1910, James Lawther erected the Y. M. C. A. building, at a cost of \$60,000.

The same year, the Bank of Pierce, Simmons & Company, C. A. Betcher, and James Lawther donated property and cash which insured the acquisition of Barn bluff as a public park, the value of which is conservatively placed at \$10,000.

In 1917, Mrs. Eva Lawther established an endowment fund of \$25,000 for the Y. M. C. A.

In 1922, the City Hospital received a gift of \$5,000 from Miss Helen Friedrich, and a bequest of \$5,000 from her mother, Mrs. A. Josephson. Later Mr. and Mrs. C. E. Friedrich made a contribution of \$20,000 for a new wing to the City Hospital, which was augmented by a gift of \$15,000 by Miss Helen Friedrich for the same purpose. This wing was constructed by Mr. and Mrs. Friedrich as a memorial to their son, Edward Friedrich, and by Miss Helen Friedrich as a memorial to her parents, Mr. and Mrs. John Friedrich, and her brother, Lieutenant-Colonel J. H. Friedrich.

In 1927, William Lawther donated \$10,000 for the acquisition of Memorial Park.

In 1930, Mrs. C. E. Friedrich established a fund of \$5,000, the income to be used in assisting needy students attending the teacher's colleges.

Later, the C. H. Boxrud estate added \$1,000 to the hospital endowment.

The Auditorium Board has contributed \$42,500 to the city treasury, of which \$25,000 has been expended on the swimming pool, at Colvill Park.

In addition to these gifts to the public as a whole, there have been many donations to churches, chief among which are the Lorana Park Foot Memorial Chapel of Christ Church, erected by S. B. Foot, at a cost of \$20,000, and donations to the Presbyterian Church by Mr. and Mrs. James Lawther, totalling \$10,000.

## RED WING CHURCHES



## CHRIST CHURCH

The first services of the Episcopal Church in Red Wing were held in November, 1855, conducted by Rev. Timothy Wilcoxson, in the law office of Col. Colvill. Occasional services were held after that date until a meeting was held at the close of 1857 to organize a parish. The following year the Rev. Edward R. Welles was called to be rector, and under his administration the organization of the Parish was completed and a church erected in the block still occupied, between Third and Fourth streets, East and West Avenues. This church did service until 1871 when the present fine structure was erected at a cost of \$25,000.

In 1903, S. B. Foot erected a chapel for the church as a memorial to his wife, at a cost of \$20,000, and in 1910 the congregation erected the Edward Randolph Welles Memorial Parish House, at a cost of \$25,000. In 1914, a new rectory was built at East Avenue and Seventh street, involving an outlay of \$15,000.

Today the equipment of the Parish is complete throughout, the property being valued at more than \$100,000. Rev. Earle B. Jewell is the rector, serving since January, 1931, being the tenth rector since the organization of the Parish.



## CHRISTIAN SCIENCE

The first Christian Science services in Red Wing were conducted in 1906. Services were held at frequent intervals until 1909, when the society was organized in accordance with the rules of the First Church in Boston. Services were then regularly held at various halls until about 1931, when quarters were obtained in the Masonic Temple where a reading room is maintained. The society has property on West Avenue, between Fourth and Fifth streets, on which they intend to build a church.



## FIRST BAPTIST CHURCH

A Baptist Church was organized in Red Wing in 1855. The congregation worshipped in various places for a number of years and finally acquired property on East Avenue, between Third and Fourth streets, where a church was erected in 1869. In the nineties, services were discontinued.



On the fourth of March, 1892, a small band of Swedish speaking people organized the First Baptist Church of Red Wing. The congregation had no definite meeting place and consequently meetings were held in the American Baptist Church, in the homes, and in a hall on the second floor of the First National Bank building. In June, 1892, two lots located at Fifth and Potter streets, together with the house on these lots, were purchased and later the house remodeled so that services were held on the first floor. In 1903, this house was moved from the corner lot, where it stood, and remodeled again into the present parsonage, and the present church building was erected on the corner lot. In the forty years of its existence, 238 persons have accepted its faith and been received into its membership.

The church property today is valued at \$7,500. Rev. Gordon Johnson is the pastor.

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#### FIRST LUTHERAN CHURCH

This congregation was organized as the Swedish Evangelical Lutheran Church in 1855 by Dr. E. Norelius, the pioneer Swedish missionary, at services held in the Presbyterian Church. Property was purchased at Fifth and Franklin streets and the start made in building a church which was never fully completed. It was used as a house of worship, however, until 1863, when a lot was purchased at West Avenue and Fifth streets. Here a brick church was erected in 1866, at a cost of about \$4,500.

In 1893, it was determined to build a new church and the present fine edifice was started in 1895. It was finally fully completed in 1899 at a cost of \$40,000. Since then many improvements have been made in the structure until it is completely equipped today in every respect.

The church property is valued at \$84,000. Rev. W. E. Pearson, A. M., is the pastor.

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#### FIRST METHODIST EPISCOPAL

While services of this denomination were held in 1852, the first organization of a class took place in 1853, under Rev. Mathew Sorin, who enrolled twenty-four members. The first pastor sent to Red Wing was Rev. Jabez Brook, in 1854. For several years, services were held in store rooms and the quarters of Hamline University. In 1858, the first church was erected at East Avenue and Fourth street. The following year, during a windstorm, the

tower blew down, practically demolishing the structure and necessitating its partial rebuilding, making the total investment in the church about \$13,000.

This structure was occupied until 1908 when it was damaged by fire to such an extent that its repair was not deemed practical. A new edifice was thereupon erected at a cost of \$40,000, which, with the parsonage adjoining, makes the equipment very complete.

The church property today is valued at \$50,000. Rev. Everett Hall is the pastor.



### GERMAN METHODIST CHURCH

The German Methodist Church in Red Wing was one of the very first religious bodies effecting an organization here. In 1855, the first services was held with Rev. Gustaf Zollman as pastor. Services were held at the homes of members for a time. In 1856, the proprietors of the town site donated a lot for a church at the corner of West Avenue and Seventh street. On this lot the society erected the first church building in Red Wing, a frame structure twenty-four by thirty-six feet, costing \$400, which was dedicated in November, 1856.

This church was occupied for thirty-five years, when the society built a new church, modern in every detail, which was dedicated in 1892, and adjoining which was built a commodious parsonage.

The value of the church property now is \$7,000. Rev. Herman Grosse is the pastor.

In 1933, the congregation merged with the First Methodist Church.



### PRESBYTERIAN CHURCH

The First Presbyterian Church of Red Wing was organized January 15, 1855, by seven persons, with Rev. J. W. Hancock as the first pastor and C. J. F. Smith, clerk and elder. For a time the congregation worshipped in various places; at private homes, in a carpenter shop, and in a public hall. In 1856, a church building of brick was commenced at the corner of Sixth street and East Avenue, which was completed and dedicated the following year. The church was lighted with candles for several years, and then kerosene lamps were introduced. Later, grounds were secured for a manse adjoining the church. In 1890, a contribu-

tion of \$5,000 from James Lawther with a like amount raised by the congregation, enabled the building of a Sunday school room, a tower, and a general remodeling of the structure. Today the congregation has a house of worship with modern equipment throughout. W. H. Putnam has served as its treasurer for fifty-eight years.

The property of the church is valued at \$40,000. Rev. C. G. Langley is the pastor.



### SALVATION ARMY

The Salvation Army first established a post in Red Wing about 1890, succeeding an organization known as the Gospel Army, which had begun work here a short time previously but soon discontinued its labors. For many years headquarters were maintained in store buildings and small halls which could be secured. In 1922, the brick building on Third street now occupied was secured, and this has been the headquarters of the organization ever since. Services are held regularly in accordance with the regulations of the Salvation Army, and the other work in which the Army is engaged is carried on as at other points throughout the country.



### ST. JOHN'S EVANGELICAL LUTHERAN CHURCH

Occasional German Lutheran services were held here from 1858 until 1861. In the latter year, the little band comprising the congregation built a church on East Avenue, between Fifth and Sixth streets. This housed the congregation until 1878 when a modern brick church was erected at the corner of East Avenue and Fifth street.

In 1930, the church was enlarged, remodeled, and modernized in every way, involving an outlay of more than \$41,000, and the parsonage was removed to East Avenue adjoining the church.

The church has property amounting to \$60,000. Rev. J. R. Bauman is the pastor. The church has a unique record in having had only two pastors in the last sixty-six years, Rev. C. Bender having served from 1868 until his death in 1901, and Rev. J. R. Bauman, who succeeded him the same year, still being in active charge.



### ST. JOSEPH'S ROMAN CATHOLIC CHURCH

The Reverend Felix Tissot, a pioneer missionary of the Catholic faith, was the first priest to offer Mass regularly in Red Wing. Before this, Mass was read from time to time by priests from Hastings and St. Paul. Father Tissot organized the parish and had the first Catholic Church, located on Fifth street, dedicated July 11, 1865. Because of the rapid growth of the congregation, during the pastorate of the Reverend J. N. Stariha, the present church of stone was built on the corner of Sixth and North Park streets. It was dedicated in 1877.

The present rectory was built during the pastorate of the Rev. J. H. Gaughan on the property adjoining the church. It was completed in the spring of 1907.

The Parochial school, under the direction of the Sisters of Notre Dame, was opened in 1873 in a frame building near the first church on Fifth street. In this building the number of children was amply cared for until 1910. Because of the increased enrollment, a new and larger building was erected on Seventh street. On the property adjoining this school building is the home of the Sisters. This home, formerly owned and occupied by Mr. and Mrs. Friedrich Busch, was presented to the Parish of St. Joseph by Mrs. Busch.

The church property is valued at \$85,000. The Rev. W. A. Daly is the present pastor. He is assisted by the Rev. Leonard Kachinsky.



### ST. PAUL'S ENGLISH LUTHERAN CHURCH

This church was organized in 1886 by Rev. G. H. Trabert, of Minneapolis, who conducted services every two weeks for a number of years. Services were held first in a hall on Third street and later in the chapel of the Episcopal Church. In the summer of 1889, a lot was purchased on West Avenue at Fourth street, on which was erected a wooden church in 1892, which served the congregation until 1927. It was then torn down and a beautiful church edifice erected at the corner of West Avenue and Fourth street. It is a most complete building, including not only the church proper, but also commodious Sunday School rooms and a dining hall.

The property of the church is valued at \$90,000. The present pastor is Rev. E. F. Marker.

### SWEDISH MISSION EVANGELICAL LUTHERAN CHURCH

This congregation was started in August, 1868, with only a few families enrolled. In 1869, a formal organization was effected, and four years later a lot purchased as the location for a church on Sixth street, west of West Avenue, at a cost of \$400. A small wooden building was erected thereon the following year. The congregation prospered, and in 1900 exterior improvements were made and the lot adjoining at West Avenue and Sixth street secured. In 1908, the church was moved to this location, a stone basement provided, and other extensive improvements made, bringing the value of the church property to more than \$6,000.

Today the church has property valued at \$16,000. Rev. T. Ahlstedt is the present pastor.



### UNITED LUTHERAN CHURCH

The United Lutheran Church of Red Wing is the outgrowth of a union of Evangelical Lutheran Trinity, and St. Peter's Norwegian Lutheran congregations, brought about as a result of the union of the two synods. The first Lutheran sermon in the Norwegian language in Red Wing was preached by Rev. L. Larson in 1858. For a time services were held in halls, private homes, and the court house. In 1864, the congregation was organized with eight members and Rev. B. J. Muus in charge. The following year a lot was purchased at the corner of Sixth and Bush streets, where a church edifice was erected and dedicated in 1866. This was occupied until 1900 when the property at the corner of Fifth and Dakota streets was purchased. In 1905 and 1906 the present fine stone church was erected with a seating capacity of four hundred. A parsonage was provided adjoining the church.

St. Peter's Church was organized in 1866. A lot was purchased on Bluff street, between Sixth and Seventh, on which a wooden edifice was erected. This was occupied until 1888 when a large brick church was built at Bush and Seventh streets. This was occupied until the union with the Trinity Church was consummated in 1930.

Rev. P. B. Hoff is the present pastor. The church property is worth \$65,000.

## RED WING SCHOOLS

The first school among the whites in Red Wing was conducted by Mrs. H. L. Bevans in the summer of 1853. Mr. Bevans, who conducted a general store on Main street, lived in one of the old mission houses on Bush street, near Third, and Mrs. Bevans taught school in the same building. She had less than a dozen scholars, a few of them Indians.

This was a private enterprise and of course the need of a public school was readily recognized. So on a spring day in 1854, residents of the embryo city assembled on the steps of Mr. Bevan's store and organized School District No. 1 in Goodhue County. With about a dozen residents in attendance, an organization was effected with P. S. Fish as director, Wm. Lauver as treasurer, and J. W. Hancock as clerk.

The boundaries of the district were left undefined until the following year, when they were established in this wise:

"That portion of County between Hay Creek and Potter's Creek (later Bullard's Creek in Wacouta) bordering on the Mississippi river and extending back from the same six miles." The district was six miles long and seven miles wide.

Now came the selection of a site for the school, and the directors decided on the block of ground later occupied by the Episcopal Church. Then a storm of protest was aroused. Friends of Hamline University had this property in mind for the permanent location of that institution. So a compromise was effected, the owners of the town site offering to deed the property at Fourth street and East Avenue, now occupied by the Masonic Temple.

No funds were available for erecting a building, so a subscription was passed around and \$200 was raised. J. W. Hancock was chosen superintendent, but as he declined to serve, S. J. Willard was named.

The first public school in Red Wing became a reality the following year. One teacher sufficed to handle the number of available scholars for a time but in less than ten years, five teachers were employed, and it was necessary to provide rooms for four schools. One of the first of these was held in Orrin Densmore's parlor, taught by his daughter, Martha, later Mrs. H. C. Hodgman. Later this school was moved into a building east of Mr. Densmore's home.



Among the early teachers were, Elizabeth J. Adams, Emma Sorin, Elizabeth Sorin, B. Densmore, S. T. Sandford, Harvard Smith, Daniel Densmore, Sarah Pettibone, Mary Sexton, Eliza Goodell, Harriet Stowell, and Mrs. S. S. Thorpe.

On March 26, 1864, the first board of education was organized, consisting of E. T. Wilder, Jabez Brooks, George Wilkinson, T. B. Sheldon, William Howe, A. H. Jones, Orrin Densmore, Pascal Smith, and J. W. Hancock. Judge Wilder was president, Mr. Densmore, secretary, and Mr. Smith, treasurer.

Three teachers were employed. "Mrs. H. W. Tucker to have charge of the school at Fourth street and East Avenue; Miss Helen Sutherland at the rented room on Broadway; and Annie Page at the room near Mr. Densmore's, on Main street." Their compensation was twenty-two dollars a month. Later, Mrs. C. B. Downing was employed to teach in the lower room of the engine house and the compensation of all the instructors was raised to twenty-five dollars a month. Soon a fifth teacher was employed.

At an early meeting this resolution was adopted: "Resolved, that while we do not require it, we earnestly recommend to the teachers of our schools to open their respective schools each morning by reading from scripture and by repeating in concert with the school teacher, the Lord's Prayer, not exceeding in such exercises, ten minutes."

The increasing number of pupils because of the growth of the city, impressed the necessity of providing more school room, the five rooms in operation having enrollments of sixty-four, forty-nine, fifty-three, sixty-one, and sixty-nine, respectively, and many more were clamoring for admittance.

So in January, 1865, \$10,000 in bonds were issued for the construction of the Central School. The building was completed early in 1866, at a cost of \$19,304.66. It had been hoped to open the school earlier but there was a delay, according to the minutes of those days, "it appearing that the school house was not yet completed and that the small pox had made its appearance in the city."

In 1866, W. P. Hood was employed as superintendent at \$1,000 a year. Later, W. M. Lawrence became superintendent, and in 1870, O. Whitman, who served nineteen years. His suc-

cessors have been A. W. Rankin, Chas. Dolan, G. O. Brohaugh, F. V. Hubbard, W. F. Kunze, John L. Silvernale, O. W. Herr, and G. V. Kinney, still serving.

In 1868, ward schools were erected on East Seventh and West Third streets, and some years later a school building was erected at South Red Wing at the corner of South Park and Fifteenth streets. The Hancock school building on Twelfth street was built in 1892, taking the place of the old South school.

In 1897, a high school building was erected at Sixth and North Park streets, which has since been converted into a ward building under the name of the Washington School.

In 1910, the Industrial Building was erected.

The year 1916, witnessed the building of the present high school building on East Avenue, between Fifth and Sixth streets, and the Jefferson building at Buchanan and Sixth streets, taking the place of the old West School on West Third street.

Red Wing High School as a section of the public school work, separate and distinct from the other work, dates back to the early seventies. The first principal was Miss Mary Carr. After her came W. M. Lawrence, who was both superintendent and principal. He was followed by Professor Bowman and after him came Professor Chamberlain. In 1877, Professor F. W. Farnsworth was employed and he remained here until 1888. At this time the faculty consisted of Mr. Farnsworth and one assistant. Today the faculty numbers twenty-eight, with R. R. Palm as principal.

The first class was graduated in 1876, consisting of two pupils. There were two in 1877 and none in 1878. Since then the number has varied from four in 1879 to the banner class in 1932, consisting of one hundred and thirty-two members.

The total annual expense of the school system at the present time is more than \$150,000. The total enrollment is 1,750, of whom 849 are boys and 901, girls. A corps of sixty-five teachers is employed.

St. Joseph's Parochial School, under the direction of the Sisters of Notre Dame, was opened in 1873 in a frame building on Fifth street. In 1910, the commodious school building on Seventh street now occupied was erected.

## THE RED WING FIRE DEPARTMENT

The organization of the Red Wing Fire Department dates from 1858, about five years after the first steps were taken toward building a city here. The Protection Hook and Ladder Company was organized that year and Jessie McIntire became the first fire chief. Later in the same year the Torrent Engine Company was organized with M. B. Lewis as foreman.

Mr. McIntire remained chief until 1861, when he was succeeded by C. H. Baker, who served until 1864. The chiefs serving since then have been:

1864 .....	T. B. Sheldon	1885 .....	C. J. Kempe
1866 .....	W. P. Brown	1887 .....	J. H. Webster
1869 .....	W. E. Hawkins	1889 (5 months)	E. D. Morris
1871 .....	W. C. Williston	1890 .....	J. H. Webster
1872 .....	B. C. Stephens	1897 .....	C. J. Weich
1874 .....	J. Christ	1904 .....	Hart N. Cook
1875 .....	B. C. Stephens	1916 .....	F. L. Rethschlag
1877 .....	M. Kappel	1921 .....	J. A. Gross
1878 .....	John Veeder	1925 .....	A. P. Olson
1879 .....	B. C. Stephens	1929 .....	F. J. Reinbold
1883 .....	John Kuhn		

The first equipment was provided through a bucket brigade. A little later a make-shift hook and ladder truck was secured, purchased by popular subscription. Promises of more efficient fire fighting apparatus were made by the council, but money was scarce, and the purchase put off from time to time.

In 1865, two hand engines were purchased. These were operated by hand power, crews of men standing opposite each other and each side alternately working up and down long arms which operated the pump. It was real work for the participants.

In 1871, a steam engine was purchased and one of the hand engines sold. There were two companies at this time, the Cataract Company with ninety members, operating the steamer, and the Niagara Company with one hundred and ten members, operating the hand engine. There was keen competition between these two companies.

It was considered a special distinction to have membership in the fire department at this time. The organization was prominent in a social way and powerful in city politics.

When on dress parade, the firemen were attired in red flannel jackets, and an interesting story is told in this connection. When



it was decided to purchase the jackets, one member was delegated to have his measurements taken which were to do service for all the members of the department. Unfortunately, the member selected for this purpose was short and heavy set and he possessed a stomach which protruded like a balloon. He got a tolerably good fit but the rest of the boys were out of luck. There was enough surplus red flannel in some cases to almost provide a suit of underwear for a youngster, red flannel being the standard undergarment at that time.

In the early seventies, an alarm bell was provided, and about 1875 a combined hook and ladder truck and chemical engine were added to the equipment.

When the Diamond Mill was built, a few blocks of street mains were put in and the pump at the mill furnished power for keeping them filled when needed. Fire cisterns, which were kept filled with water for fire purposes only, were provided at a number of street intersections. In the greater part of the residence district, the only water supply available was that which was afforded by wells.

A third fire company was organized in the latter seventies, and two more in the early eighties, whereupon the fire equipment was distributed in the four wards to hasten its being hauled or pulled to fires.

When the water works were constructed in 1884, the use of cisterns and wells was abandoned and the fire pressure afforded in nearly all sections left little use for the engine.

In 1885, the fire department was reorganized and the five companies limited to fifteen members each.

Shortly afterwards, the fire alarm system was installed and in succession after that came a horse hose wagon, men detailed to sleep nights at the fire houses, and other forward steps until 1905, when the paid department was created and after that, step by step, the acquisition of modern fire fighting equipment, the horses succeeded by the auto trucks, and the apparatus all centered at the central fire station.

The late eighties was a period of keen rivalry among the voluntary fire departments of the northwest to establish which city possessed the fastest team in preparing to fight a fire. The usual test was a run of six hundred feet with a hand operated hose cart, carrying three hundred and fifty feet of hose. The first three hundred feet were run to a hydrant. There attachment

must be made, then a further run of three hundred feet, unreeling the hose, breaking the coupling, and attaching the nozzle pipe, time being taken when the pipe struck the ground. The Red Wing boys early provided a team, and while they were defeated for a time, persistent practise soon brought the organization, known as the W. E. Hawkins Running Team, to the first ranks.

In Winona in 1886, competing against Winona and La Crosse, the Red Wing team won the inter-state championship, making a record of thirty-one seconds.

On July 4, 1887, the team ran against Albert Lea, in Albert Lea, and won with a record of thirty seconds.

During the fall of 1887, while the fair was in progress in Red Wing, the Red Wing team, competing against Albert Lea and Winona, established a record for the United States of twenty-nine seconds, Albert Lea being second with thirty seconds, and Winona third, with thirty and one-half seconds. As far as is known, this record of twenty-nine seconds has never been lowered.

The first prize of five hundred dollars for the six hundred foot contest, the first prize of fifty dollars for a coupling contest, and the first prize of twenty-five dollars for a one hundred yard foot race contest were all won by the Red Wing team.

This team, which was under the leadership of Joseph P. Batlo as captain, consisted at different times of the following members: C. W. Melander, Geo. King, Jack Landon, B. F. Reid, Maurice Thurgen, Charles Bargquist, Palmer Drum, Oscar Kempe, Ed. Johnson, James Webb, J. P. Constantine, E. S. Hanson, J. B. Melander, C. S. Sultzer, John A. Anderson, Louis West, Frank Roberts, E. D. Morris, John Ammann, Ed. Nordly, S. Gilbertson, O. M. Nordly, and Chas. Silger.

The department, now motorized, embraces one paid and three volunteer companies with this equipment.

Ahrens-Fox 750 gallon Piston Type Pumper with a 60 gallon booster tank.

Reo truck, Triple combination, 550 gallon pump and 30 gallon chemical tank.

Seagrave combination chemical and hose truck, with turret pipe. Roadster for use of chief.

City service hook and ladder truck.

Booster Pump on hill district, where water pressure is low.

Gamewell Fire Alarm System with 37 pull boxes.

194 hydrants are available for fire-fighting use. Pressure in retail and manufacturing districts average 100 pounds.

The largest conflagration in the history of the city was the burning of the Diamond and Red Wing Mills and intervening warehouses, in 1882, entailing a loss of more than \$250,000.

John H. Webster possesses an unusual record in connection with fire service. He joined the ranks of the department in 1870, and remained in active connection until 1896, serving ten years as chief. The last eight years he has served on the board of fire commissioners, making a continuous contact of thirty-four years.

Connected with the fire department is the Red Wing Fire Department Relief Association, which today has invested funds of approximately \$20,000.



### OAKWOOD CEMETERY

There had been 7,443 burials in Oakwood Cemetery from the date of its first use as a burial ground in 1851, up to January 1, 1933.

And, of this number, 558 are unknown, 468 of these being included in the first 1,000 recorded up to 1868. Only 49 were buried there up to 1860.

In large measure, this lack of information is due to the fact that during the first ten years of its use, no attempt was made to keep any records. In fact, the grounds were not platted until 1862.

When there was need of any lot for burial purposes, the interested parties simply picked a site and made use of it, regardless of any consideration as to whether or not its location was in the line of any probable roadway. And, when the grounds were platted, many interments were found to have been made in areas required for streets and lanes, necessitating wholesale removal of bodies interred to other locations.

A cemetery well, drilled about thirty years ago, to a depth of 336 feet, showed: Sand, 20 feet; limestone, 100 feet; white sandstone, 216 feet, changing to green and blue, with layers of clay between.

It was only after the management of the cemetery was taken over by the city board, headed by D. Densmore, in 1889, that a semblance of order and system was inaugurated. The grounds



were replatted in part, a general replanning of the whole area inaugurated, and in a comparatively short time this resting place of the departed was converted into a place of beauty. Today it will bear favorable comparison with any similar place of interest in the northwest.



## ORGANIZED LABOR IN RED WING

The first labor union in Red Wing of which there is any record was organized in 1869, with W. E. Hawkins as president. From all that can be learned at this time, it was short lived, however, and accomplished very little.

The next attempt to organize labor came in 1888, when an assembly of the Knights of Labor was formed with John J. Ferrin as president and Byron Wilmot as secretary. This organization survived only a few years.

As constituted today, organized labor dates from the early nineties, when the Cigar Makers Union was organized. This has long since passed out of existence. In 1895, took place the organization of the Stoneware Potters Union, which is still in existence, and shortly afterwards organizations were effected of the Brewery Workers and the Engineers.

The Minnesota State Federation of Labor held two conventions in Red Wing, one in 1900, and the other in 1909. About the latter date was the peak of organized labor in Red Wing. At that time there were fourteen organizations, Cigar Makers, Carpenters, Malsters and Brewers, Sheet and Metal Workers, Retail Clerks, Painters, Bar Tenders, Teamsters, Brick Layers, Stone Masons, Stationary Engineers, Railroad Engineers, Railroad Trainmen, and Barbers. The majority of these organizations no longer function.

New life was injected into the labor movement in 1933. There are now organizations of the Malsters and Brewers, Leather Workers, Potters, Flour Mill Workers, Engineers, Stoneware Art Workers, Sewer Pipe Workers, Boot and Shoe Workers, and the Federal Labor Union. Red Wing has been honored by the State Federation in the selection of four of the residents here as vice presidents, Louis Hallenberger, O. M. Nordly, William Schilling; and Axel Anderson, who is now serving.

The relations between employer and employee in Red Wing have always been harmonious. There is no record of any extensive strike in the history of the community.

## RED WING INDUSTRIES

The first attempt at the establishment of an industry in Red Wing appears to have been along the line of manufacturing lumber, soon after followed by mill work for use in building operations. This began in the latter fifties. Along in the sixties some work was done in the lime and stone industries, but it was not until the seventies and the eighties that these were fully developed. With the development of Red Wing as a wheat market, came the milling industry, which was started in the early seventies and more fully developed in the latter portion of that decade. Something was also done along the line of tanning, shoe manufacturing, and brewing. We see here the beginning of the development of the clay industry.

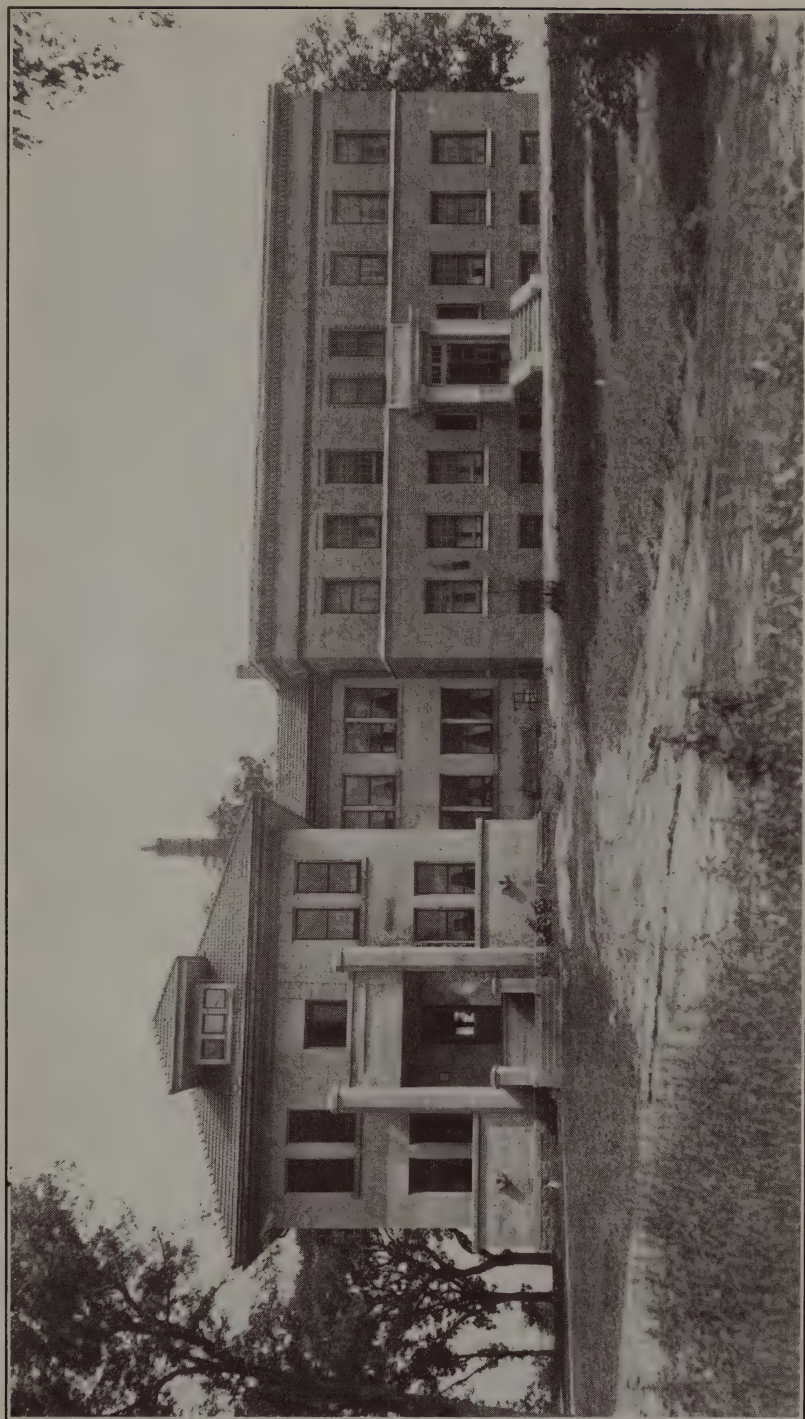
In the early eighties the manufacture of furniture was undertaken on a large scale and early in the nineties there came an extension of the clay working industry in the manufacture of sewer pipe.

In the early years of the decade commencing in 1900, came malting, linseed oil, advertising specialties and calendars, marine motors, and an extension of the tanning and shoe manufacturing lines.

The industries operating today are as follows:

Allyn's Bakery	Red Wing Advertising Co.
Mrs. M. Buchholtz	Red Wing Brewing Co.
Dabruck Bakery	Red Wing Creamery
Daily Eagle Publishing Co.	Red Wing Filter Sand Co.
Fleischmann Malting Co.	Red Wing Ice Co.
S. B. Foot Tanning Co.	Red Wing Iron Works
Froedtert Grain & Malting Co.	Red Wing Landscape Co.
Frank Hallstrom	Red Wing Laundry
J. W. Holliday	Red Wing Milling Co.
S. N. Gibson & Son	Red Wing Motor Co.
La Grange Mills	Red Wing Printing Co.
H. G. Lillyblad Mfg. Co.	Red Wing Sewer Pipe Co.
Marigold Dairies	Red Wing Shoe Co.
McFall Cleaners and Dyers	Red Wing Union Stoneware Co.
Meyer and Stueber	
W. A. Mossberg	Reichert Bottling Works
Munson Printing	Remmler's Brewery
Northern States Power Co.	J. E. Sten
Pittsburg Plate Glass Co.	L. D. Stickles Shoe Co.
Pure Ice Co.	





THE RED WING CITY HOSPITAL





## CHAMBER OF COMMERCE

It was about 1867, when railroad building was a leading topic of consideration in the community, that the first effort was made along the line of organizing a body to foster the commercial and industrial interests of the city. It was called the Red Wing Board of Trade and did very efficient work for a few years; then it passed into oblivion and nothing further was done along this line until in the early eighties when another organization of a Board of Trade was effected. This functioned for about ten years, after which there intervened several years before anything further was attempted.

In 1894, the Red Wing Commercial Club was organized with John H. Rich as the first president and A. P. Pierce as the first secretary. Quarters were maintained for a time in a private house at the corner of Fourth and Pine streets, later moved to the Gladstone block, then to the fourth floor of the Goodhue County Bank building, and finally to the Medical block on Main street. This organization was maintained until 1919, when it was transformed into the Chamber of Commerce which still continues. The present officers of the chamber are: Albert Mohn, president; A. H. Olson, first vice president; G. H. Boxrud, second vice president; W. C. Risse, secretary; and V. L. Johnson, treasurer.



## LODGES AND SOCIETIES OF RED WING

American Legion, Leo C. Peterson Post No. 54	Automobile Club
G. A. R., A. E. Welch Post No. 75	Bar Association
Women's Relief Corps, A. E. Welch Post No. 29	B. P. O. E., Red Wing Lodge No. 845
Spanish American War Vet- erans	Boy Scouts
Disabled War Veterans	Brotherhood American Yeo- man
Daughters of Civil War Veterans	Business Woman's Club
A. O. U. W., Red Wing Lodge No. 18	Chamber of Commerce
Degree of Honor, Martha Lodge No. 33	Community Welfare Associa- tion
Aurora Ski Club	Dental Association
	Equitable Fraternal Union
	Fire Department Relief Asso- ciation

- |                                     |  |
|-------------------------------------|--|
| Game Protective League              | Red Wing Commandery                        |
| Girl Scouts                         | No. 10, Knights Templar                    |
| Golf Club                           | Red Wing Shrine Club                       |
| Goodhue County Child Welfare Board  | O. E. S., Red Wing Chapter No. 88          |
| Goodhue County Medical Society      | Order of De Molay                          |
| Goodhue County Historical Society   | Job's Daughters                            |
| Grocers Association                 | Memorial Day Association                   |
| Horticultural Society               | Merchants Association                      |
| I. O. F., Court Red Wing No. 980    | Ministerial Association                    |
| Court Mississippi                   | Modern Woodmen, Camp Red Wing No. 1486     |
| I. O. O. F., Red Wing Lodge No. 57  | Royal Neighbors                            |
| Rebekah Lodge No. 86                | Modern Samaritans                          |
| Encampment                          | Nurses Association                         |
| I. O. R. M., Red Wing Tribe No. 31  | O. D. H. S., Teutonia Lodge No. 9          |
| Pocahantas                          | Olga Lodge No. 7                           |
| Isaak Walton League                 | Order of Moose                             |
| Kiwanis Club                        | Phoenix Relief Association                 |
| Knights of Columbus                 | Red Cross                                  |
| Manufacturers Association           | Royal Arcanum, Barn Bluff Council No. 1577 |
| Masonic Lodges                      | Red Wing Advertising Club                  |
| A. F. & A. M., Red Wing Lodge No. 8 | Red Wing Dental Association                |
| R. A. M., La Grange Chapter No. 4   | Scandinavian Benevolent Society            |
| R. & S. M., Tyrian Council No. 4    | United Commercial Travelers                |
|                                     | Visiting Nurse Association                 |
|                                     | Women's Benefit Association                |
|                                     | W. C. T. U.                                |
|                                     | Yacht Club                                 |
|                                     | Y. M. C. A.                                |



### WOMEN'S CLUBS

- |                        |                             |
|------------------------|-----------------------------|
| Art History Club       | College Woman's Club        |
| Delphian Society       | Junior College Woman's Club |
| Parliamentary Law Club | P. E. O.                    |
| Woman's Study Club     | John Ireland                |



## THE CITY GOVERNMENT

Mayor - - - - F. J. Seebach

## ALDERMEN

H. G. Tiedeman, President	J. C. Kruger, Vice President
M. L. Warren	H. J. Scherf    C. J. Bombach
Charles A. Wendler	William A. Mossberg    H. J. Struss

## OTHER CITY OFFICERS

City Clerk	- - - - -	S. T. Irvine
Deputy City Clerks	- Herbert Nordholm,	Violet E. Leeson
City Attorney	- - - - -	Thos. Mohn
City Treasurer	- - - - -	Andrew M. Lyons
City Assessor	- - - - -	Frank H. Landeck
Health Officer	- - - - -	Dr. A. W. Jones
Milk Inspector	- - - - -	Dr. C. A. Knorth
City Engineer	- - - - -	James F. Enz
Street Commissioner	- - - - -	Wilhelm Ahlberg
Superintendent of City Cemeteries	- - - - -	E. H. Hanisch
Superintendent of Water Works	- - - - -	Leo Pieper
Chief of Fire Department	- - - - -	F. J. Reinbold
City Scavenger	- - - - -	Charles Brown
City Weighmaster	- - - - -	Ernest Swanson
City Librarian	- - - - -	Edna Steiner
Auditorium Manager	- - - - -	Geo. W. Johnson
Superintendent City Hospital	- - - - -	Ruth E. Martin

## JUSTICES OF THE PEACE

Ralph L. Hennings	Frank F. Mansfield
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## CONSTABLE

Elliff W. Olson

## POLICE DEPARTMENT

Chief of Police, Nels Severson

Policemen

George F. Tebbe	Wm. Anderson, Night Captain
Hart Anderson	Harry Jones    C. W. Anderson
Stenwick Hallenberger	Floyd A. Truman

## BOARD OF PUBLIC WORKS

Ferd Kosec	J. V. Holmquist	Eliot B. Josephson
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## BOARD OF WATER COMMISSIONERS

G. E. Barker                      John C. Friedrich                      John G. Kappel

## BOARD OF TRUSTEES OF CITY CEMETERIES

August H. Lidberg                      Paul D. Olson                      Horace W. Mohn  
C. L. Skoglund                      C. S. Dana                      Arthur F. Hernlem

## LIBRARY BOARD

Miss Mollie Remshardt                      G. V. Kinney                      Milton I. Holst  
                    Mrs. E. H. Foot                      Harry C. Cook  
August H. Olson                      O. A. Bandelin                      Mrs. B. A. Herrick  
                    Mrs. H. T. McGuigan

## T. B. SHELDON AUDITORIUM BOARD

Wm. H. Edstrom                      R. S. Curran                      W. C. Krise  
                    W. E. Koehler                      B. Gerlach

## HOSPITAL BOARD

Dr. A. W. Jones                      C. A. K. Johnson                      Bernard M. Boxrud  
                    Wm. S. Weiss                      E. C. Erb

## BOARD OF FIRE COMMISSIONERS

C. C. Bracher                      George H. Boxrud                      J. H. Webster

## BOARD OF EDUCATION

## Members-at-Large

Mrs. Alice G. Johnson                      Chas. Steaffens                      Berton Featherstone

## Ward Members

Nils C. Lien                      Grace Gardner-Smith                      H. O. Hemmingson  
                    A. S. Nord

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## RED WING BASEBALL

The opening chapter of baseball history in Red Wing was written back in days just prior to the Civil War. There are, however, a few vagrant reports that baseball, in mere infancy, was adopted here as a pastime as early as the summer of 1859. But whatever progress, growth and development the game made in its early stages was halted by those youthful and patriotic athletes as they called "time out" to respond to Lincoln's call to the colors for preservation of the Union.

After the Civil War, baseball came back but only in cycles of time. There were periods when the game thrived, then a bracket of years when it faded completely from recreation's picture, only to return again with new life and color and abreast with the new eras and the game's development. General Samuel P. Jennison, contributing an editorial in the Republican as late as 1877 on baseball and the comparative strength of Minnesota teams, declared that there was little difference in the brand of baseball played in 1877 from that staged before the war.

In 1870, Red Wing had a representative ball club with Martin S. Chandler, Goodhue County's pioneer sheriff, as its star pitcher, or "tossler" as he was referred to in newspaper stories of that time. Among the players built around him on the diamond were John W. Delano, Orrin Densmore, E. B. Philleo, Joseph Harrison, and "Doc" Harrison, all pioneers of Red Wing. And it is interesting to note that John Delano had a "throwing wing" or arm the equal of some of the big league outfielders of the present day. It is claimed that Delano, standing on Third street in front of Christ Church, in a competitive ball throwing contest, hurled the sphere through space in the direction of the river until it dropped from sight fully fifty feet beyond the intersection of Main street and Broadway.

In 1877, Red Wing had a champion team, for impressive victories over Lake City and Hastings clubs, bitter diamond rivals, were recorded. It was this existing rivalry that caused General Jennison to make his editorial comment referred to in a preceding paragraph.

In 1889 and 1890, Tams Bixby toted a Red Wing baseball team throughout this section playing exhibition games in the smaller towns and winning a Goodhue County championship. Theodore Bergquist, still an enthusiastic baseball fan, was pitcher for Bixby's nine.

But it was not until 1892 that Red Wing firmly established itself on the baseball map with a team that will go down in history as one of the city's greatest—a team that played merely for the sport there was in it. The '92 aggregation was managed by the late E. Arntson. In fielding, batting and base running this Red Wing club was ranked as one of the best amateur clubs in the Northwest.

Members of that team included Martin Nordly, captain; Anderson and Frank Riches, pitchers; G. Hetherington, first base; Tom McLaughlin, second base; F. Riches, short stop; Thomas



Daily, third base; Theodore Bergquist, center field and short stop; F. Toale, left field; O. Simonson, right field; and D. Wallen, substitute or utility player.

The following year, this sparkling baseball machine was dismantled as Nordly, Riches, and Daily joined the Rosemount club as salaried players.

The 1892 team was an inspiration for the youth of Red Wing to take up baseball. That machine laid firmly the foundation of the national pastime for the teams in later years which were to take their place in the baseball sun and carry on.

Ball teams were organized in all parts of the city and the rivalry between East, South, West and Central Red Wing was unusually keen. In 1900, Red Wing had a so-called representative club, but the sensational play of a bunch of youngsters playing originally under the name of the Red Wing Pickets and later known as Remmler's Brewers "stole the show" and the patronage from the older but less colorful representative club.

Remmler's Brewers was one of Red Wing's outstanding teams, winning two southern Minnesota championships and gaining wide publicity throughout the state. It was given the honor and privilege of being the first "kid nine" in Minnesota to play in Lexington Park, St. Paul, against an aggregation of semi-professional Sainly City players.

The Remmler's team was managed by A. M. Lyons and its original players included Charles and Henry Malloy, Alfred I. Peterson, Axel Johnson, Oscar Arntson, Ole Gilbertson, Bert Hubbard, Harris F. Anderson, R. J. Reid, Carl W. Ek, and Carl Davidson. Ek and Davidson were the pitchers, the latter being a strike-out artist and Ek using a pitcher's strategy that made him as brilliant on the mound as his teammate. In a seven-inning game, played at Hastings, Davidson established a record of striking out twenty of the twenty-one men who faced him.

The Wermuth Furriers, another strong club, followed the Brewers and then, after years of successful amateur and semi-professional ball, Red Wing considered itself big enough to support Class D league baseball, forming a baseball association in 1910, with Dr. M. H. Cremer as its first president; Thomas Thompson, John Malloy, Alfred Chellsen, George Cook, and A. M. Lyons as directors. Red Wing applied for and secured a franchise in the Wisconsin-Minnesota League (the Minny loop). Red Wing startled the baseball public of the Northwest by its

action as it was the smallest city in Minnesota to finance and promote the project of every-day baseball. Mique Malloy of Chicago was engaged as playing manager. He gave Red Wing a splendid team. While the club made a poor showing at the start of the season, it showed a sensational spurt in the last six weeks of play and finished fourth in the race, just a few points below the third place club. The Minny loop embraced the cities of Duluth, Superior, Wausau, Eau Claire, La Crosse, Winona, Rochester, and Red Wing.

Red Wing, with other cities in the league, started its second season of professional baseball, but in mid-season, through lack of patronage at games in all cities, the league was disbanded.

And that killed baseball in Red Wing for many years following. Fans had seen a year and a half of good baseball and they just would not support amateur or even semi-professional teams no matter how good the class.

Of late years, however, there has been a baseball awakening. The American Legion in Red Wing and throughout the state has sponsored amateur ball with marked success. The Goodhue County baseball league, organized a few years ago, with "Dutchtown" and the "Red Birds" representing Red Wing has done much toward placing Red Wing back on the baseball map. The attendance at all games in 1933 was encouraging to management and players. At the close of the 1933 season, the fans of Red Wing and community were treated to the spectacle of a baseball game played under flood lights at night, truly a historical event in Red Wing's baseball history.

—Andrew M. Lyons.



## RED WING BASKETBALL

Red Wing is the cradle and original home of western basketball. It was established here during the winter of 1895, when Dr. L. J. Cook, now associated with the University of Minnesota Athletic department, brought his first "five" of White Flyers to Red Wing to introduce the new game to Company G, First Regiment, Minnesota National Guard. The first game was staged in the old Armory on the third floor of the old bank building situated at the corner of Main and Plum streets.

Players and fans alike took to the game with great enthusiasm. It provided them with a new type of entertainment

with plenty of thrills for all. It was but natural that Dr. Cook and his White Flyers should romp away with the initial game played in Red Wing, but it was their last victory. The next season Company G organized a quint to erase that introductory defeat. A series of games followed with Dr. Cook's aggregation, and in each game Company G turned in an impressive victory. Company G laid the foundation for the game of today, with Red Wing still recognized as the brightest star in the western basketball firmament.

The years that followed merely added unbroken chains of Red Wing victories on the basketball courts until 1898, when Company G as a unit of the Thirteenth Minnesota Volunteer Infantry enlisted for service in the Spanish American War. But war or no war Company G was determined to have its basketball even if they had to stage it in foreign lands—the Philippine Islands. The war records reveal that Company G, shortly after the American troops entered Manila, played basketball within the walls of a historic Spanish prison.

At the end of the war, Company G returned to Red Wing and basketball again became a popular sport. Known as a quint that had actually passed the ball from Milwaukee to Manila, the team had little difficulty in booking games with the cream of quints in Minnesota and Wisconsin. The Holcombs of Minneapolis and Company K of Stillwater and Fond du Lac, Wisconsin, teams were regarded as Red Wing's greatest rivals, but always the originators of western basketball ruled the upper hand at play. Company G formed the fabric for the teams that were to keep Red Wing in big letters on the basketball map right up to the present time.

And when the original Company G troupe hung up their togs as a team, the Independent Order of Foresters lodge organized a quint and kept Red Wing in the spotlight.

Then in 1905, A. J. Schunk and E. P. Neill organized the famous Red Men team of Red Wing which blazed a basketball trail to the Pacific coast and return. That tour across the continent stands supreme, unrivalled and unsurpassed. The Red Men toured through sixteen states, playing thirty-six consecutive games in forty-two days, and resting only on Sundays while enroute. The original five, C. J. Ahlers, Goodwin Esterly, John Fisher, H. M. Bird, and Mike Kappel, played every night without a single substitution.



A. J. Schunk traveled ahead of the team as advance manager and booked the games, joining the basketeers at Provo, Utah, on the return journey. Other members of the Red Men team who made the trip were E. M. Kappel, Henry Mailoy, Joseph Burkard, and Arthur Adams. While the team dropped six games out of thirty-six to mediocre quints, due to being tired and travel-worn upon reaching the west coast, the Red Men met and defeated the recognized state champions in each of the sixteen states covered.

Reaching California in the spring of the year, the Red Men played at Stockton, on an open air court before 3,500 people, the largest crowd that had ever witnessed a game on the west coast up to that time.

Returning to Red Wing, the team was given a public reception in the old opera house on Bush street, scene of hundreds of historic basketball battles. It was not until Father Tyme blew the whistle that the Red Men hung up their basketball regalia.

Following the Red Men came several National Guard quints that represented Red Wing on the court and each team added glory to Red Wing basketball history.

In 1910, Red Wing played semi-professional basketball, the teams playing inside a cage. The entire court was enclosed by a wooden fence for a base, and netting extending to the ceiling. The cage, however, was abandoned as fans complained they could not see the plays as well through the mesh, although this style had a tendency to speed up the game as there were no out of bounds plays.

In addition to the stars on the famous Red Men team, already mentioned, the names of Al Rehder, George Fogarty, Henry Vollmers, Phil Nordeen, Charles Nordeen, George and William Conlin, John H. Finsta, Milton Edstrom, Daniel J. Metzler, Peter Loer, John H. Seebach, and Fred Risse are prominently linked with Red Wing's independent basketball quints.

Following the retirement of the Red Men team, Al Rehder blossomed out as one of the greatest forwards western basketball had ever produced, and today throughout Minnesota, Wisconsin, and Illinois, basketball fans still remember Big Ben Hawkins as the peer of them all, playing the center position.

The Red Wing Y. M. C. A., with Joseph Saul as physical director, has also played an important part in the development of Red Wing basketball.

—Andrew M. Lyons.

## RED WING TOWNSHIP

The township, Red Wing, was organized at the time of the general organization of townships at a meeting held at the district school house on July 5, 1858, with these officers:

Supervisors	-	Orrin Densmore, T. J. Cooper, Hans Mattson
Clerk	-	J. H. Parker
Assessor	-	H. Pettibone
Collector	-	W. W. DeKay
Overseer of Poor	-	J. Simmons
Justices	-	A. J. Littlefield, Wm. Brown
Constables	-	J. C. Hawes, G. N. Pettibone

Three road districts were established, one west of Dakota street, the second between Dakota and Bluff, and the third east of Bluff.

The office quarters of the district cannot have been very elaborate as the bill for rent for five months was only \$10.00.

In 1859, W. P. Brown was town chairman.

Town work done for the district this year was rewarded with the compensation of \$1.00 a day.

In 1860, Seth Washburn was chairman. A bill for caring for a pauper was \$6.00 for four weeks. Doctor's visits were \$1.00 each.

The receipts of the town this year were \$78.87; the disbursements, \$77.60; balance, 87 cents.

In 1861, T. B. Sheldon was chairman. School, first notice here, began in May and continued five months. Mrs. Chamberlain was employed as teacher at \$24.00 a month, and Miss Sarah Pettibone and Miss Bennett, at \$16.66 a month.

In 1862, T. B. Sheldon was again chairman. The condition of the town poor was considered and it was reported "they were in a prosperous condition."

In 1863, these officers were chosen:

Supervisors	-	T. B. Sheldon, C. Cogel, O. Densmore
Treasurer	-	J. W. Hancock
Assessor	-	J. C. Pierce
Clerk	-	D. M. Baldwin
Justice	-	J. H. Parker

In March, 1864, the independent life of the township ended, it being absorbed in the city of Red Wing.

Included in Red Wing was the west half of Township 113—Range 14; sections, 13, 24, 25, and 36 in Township 113—Range 15; while sections 13 and 24 in 113—15 were set off into Burnside.

## MAYORS OF RED WING

1857	J. C. Weatherby	1878	J. M. Hodgman
1858	Wm. Freeborn	1880	W. E. Hawkins
	F. F. Philleo	1882	S. B. Foot
1859	C. H. Connell	1883	F. B. Howe
1860	P. Vandenberg	1886	W. E. Hawkins
1861	E. L. Baker	1889	F. B. Howe
	Jas. Lawther	1890	W. H. Putnam
1862	C. C. Graham	1893	A. P. Pierce
1863	W. T. Hastings	1899	E. H. Blodgett
1864	W. W. Phelps	1901	J. H. Rich
1866	Wm. Howe	1903	A. P. Pierce
1867	E. L. Baker	1913	J. J. Ferrin
1868	J. M. Hodgman	1916	P. A. Nelson
1869	W. P. Brown	1921	F. H. Kroeger
1871	E. H. Alley	1923	Thos. Mohn
1872	Chas. McClure	1925	C. C. Bracher
1873	W. P. Brown	1931	F. J. Seebach
1876	F. R. Sterrett		

## POSTMASTERS OF RED WING

1851	J. W. Hancock	1875	A. F. Graves
1853	W. W. Sweney	1887	W. W. DeKay
1854	H. L. Bevans	1891	Fred Seebach
1858	H. C. Hoffman	1895	G. H. Benton
1861	M. Sorin	1899	C. A. Rasmussen
1864	E. P. Lowater	1915	L. C. Stromberg
1866	W. W. DeKay	1922	F. A. Scherf
1867	A. Wright	1927	H. N. Nordholm
1871	C. C. Webster		

\* \* \*

## THESE HAVE SERVED IN STATE OFFICES

Governor - - - L. F. Hubbard  
 Secretary of State - Hans Mattson, S. P. Jennison  
 Railroad Commission - - - F. W. Putnam  
 Tax Commissioner - - - O. M. Hall  
 Judges - - Chas. McClure, W. C. Williston,  
 Albert Johnson, C. P. Hall  
 Supt. Public Instruction - B. F. Crary, H. B. Wilson



## ADDENDA

The latitude of Red Wing is 44° 31' 49". The longitude, 92° 19' 44".

In 1859, Chas. McClure came within one vote of being elected United States senator.

Hamline University at Red Wing was the first institution of higher learning in Minnesota.

There is property of an assessed value of \$3,107,208 in Red Wing not included in the tax roll, being exempt from taxation.

The elevation of Barn bluff above sea level is 1,000 feet. The elevation at a government built mark at the La Grange Mills is 687.328 feet.

In Red Wing was introduced, for the first time in America, the Hungarian milling process, the immediate predecessor of the roller process now used.

Red Wing has 36.7 miles of street, of which 9.55 are paved, the unpaved streets being either graveled or oil treated; 33.34 miles of sanitary sewers; 22.15 miles of water mains; 48.18 miles of cement sidewalks. The water supply is from artesian wells.

Red Wing has a municipal water works, a municipal theatre, a municipal hospital, a municipal library, and six city parks. The value of the city property as of January 1, 1933, was \$1,031,969. Chief among the items are the water works inventoried at \$369,505; property in charge of the board of public works, \$178,207; city Auditorium, \$129,393; property in charge of the fire department, \$82,447; Oakwood cemetery, \$75,000; city library, \$44,500; city hospital, \$114,000.

Residents of Red Wing have been honored in the naming of at least two counties, a village, and one township in this state. Hubbard County was named in honor of Governor L. F. Hubbard, being organized during his incumbency of the gubernatorial office. Freeborn County was named in honor of Wm. Freeborn, who was one of the owners of the original townsite of Red Wing. He lived here from 1853 until the early sixties when he emigrated to the Rocky Mountains. The village, Hancock, in Stevens County, was named in honor of Rev. J. W. Hancock, who

came to Red Wing as a missionary in 1849, and whose history is well known. Colvill township in Cook County on the northern shore of Lake Superior, was named in honor of Colonel Wm. Colvill, the hero of Gettysburg, who had a claim in that township.

Here are the results of measurements made by a government geologist years ago, from the base of Barn bluff upwards, the base line being the level of the river:

	Feet
1. Soft green and yellow sandstone containing <i>Lingulas</i> and <i>orbiculas</i> .....	26
2. Alternations of green and yellow sandstone, and Schistose sandstone, with green particles, disseminated .....	5
3. Brown dolomitic layers containing <i>Orthis</i> , <i>Lingulas</i> and columns of <i>Crinoideae</i> .....	4
4. Brown, white and green sandstone, with Schistose dolomitic intercalations .....	26
5. Yellow and ash colored Argillo-calcareous rock, containing <i>Dikelocephalus</i> , <i>Minnesotensis</i> , <i>Lingulas</i> and <i>Orbiculas</i> .....	4
6. Alternations of brown, yellow sandstone, surmounted by thick bedded white and brown sandstone ....	50
7. Slope covered with soil and vegetation .....	135
8. Lower magnesian limestone .....	150
	<hr/> 400

Parties investigating legal records relative to real property in Red Wing frequently express some surprise that practically all original transfers emanate from Judge Wm. H. Welch. When the city was platted, the proprietors of the town site held no legal title. They had not purchased the land from the government and the Indians, from whom they had obtained it, could provide no title. So in 1855, an act was passed by Congress "for the relief of citizens of towns upon the lands of the United States under certain circumstances." The act of Congress was by the territorial legislature further defined by an act presenting rules and regulations for the execution of the trust arising under the act of Congress. Under these acts, Judge Welch, by virtue of his office as chief justice of the territory, entered at the U. S. land office at Red Wing the lands included in the original plat of Red Wing "in trust for the several use and benefit of the occupants thereof according to their respective interests." He then issued deeds to all parties proving their right thereto.

## THE HEROIC DEAD OF GOODHUE COUNTY

On Fames' eternal camping ground  
Their silent tents are spread,  
And Glory guards with solemn round  
The bivouac of the dead.



### CIVIL WAR

Abbott, David P.	Esterly, Harmon	Kirkham, A. H.
Adams, Chas. E.	Ehlert, Ferdinand	Kroon, P.
Adams, F. E.	Framon, Victor	Knudson, Thos.
Anderson, Gustavus	Felt, A. P.	Kirkpatrick, C.
Anderson, German	Fox, Sylvester	Knox, M. L.
Abel, J. E.	Fladland, P. E.	Leeson, Robert W.
Berg, Jonas	Fessenden, E. A.	Linglof, Erick
Cox, Edwin	Garrison, J. P.	Lind, Olaus
Bevans, C. D.	Gustofson, Chas.	Lent, C. C.
Bonney, Jos.	Hamblin, Philip	Larson, Lars
Batthey, J. L.	Hammer, Nickolas	Milliken, N. B.
Banling, S.	Holm, P. A.	McKinley, George
Bishop, Nowal	Holstad, H. A.	Morrell, A.
Bailey, Jas. E.	Hamilton, M. S. S.	Miller, Cecil
Berg, U. R.	Harrison, Wm.	Mamen, S. L.
Carrier, J. D.	Hockstatter, C.	Nelson, Nicholas
Carmeyer, Wm.	Henry, John	Nelson, J. E.
Cassaday, James	Hamlin, Jesse	Nelson, Ole
Charles, Joseph E.	Hamlin, J. L.	O'Kane, Henry
Cary, Marvin	Hailling, A.	Ockerbergh, H.
Dewey, Wm. P.	Huset, O. O.	Olin, B. E.
Downey, Richard	Johnson, Ferris	Olson, Ole
Dettmering, Henry	Johnson, Hans	Pulaski, M.
Davis, Edward E.	Johnson, John A.	Peterson, Peter
Ecklund, Halvor	Johnson, Ake	Peterson, J. J.
Erickson, John	Jordan, N.	Peterson, J. P.
Eldridge, S. A.	Jordt, Hans	Pettibone, J. H.
Eldridge, J. C.	Kirby, J. T.	Peterson, H. E.
Ecker, Tilden	Kuhns, J.	Peck, Elisha
Engbritsen, Ole	Kenney, G. W.	Patterson, F. E.



Quinnell, John	Sundell, Chas.	Underwood, J. M.
Quoin, Peter	Stanton, H. M.	Vansyckle, G. W.
Root, Leander	Salée, J. F.	Vider, J. P.
Reeves, John	Skinner, H. A.	Willman, M.
Rush, Hiram	Skinner, W. J.	Washburn, Jene
Severens, D. A.	Squires, L. L.	Williams, J. L.
Scofield, A. G.	Thomas, E. F.	Wilson, Frank
Scofield, C. M.	Truesdele, G.	Warrell, John
Scofield, Geo. S.	Todd, D. E.	Welch, A. E.
Swan, Jones	Turner, John	Wright, B. M.
Summers, C. A.		Yates, C. M.

## SPANISH AMERICAN WAR

Morley, Frank A.	Johnson, John E.	Sell, John H.
	Burnson, Chas.	

## WORLD WAR

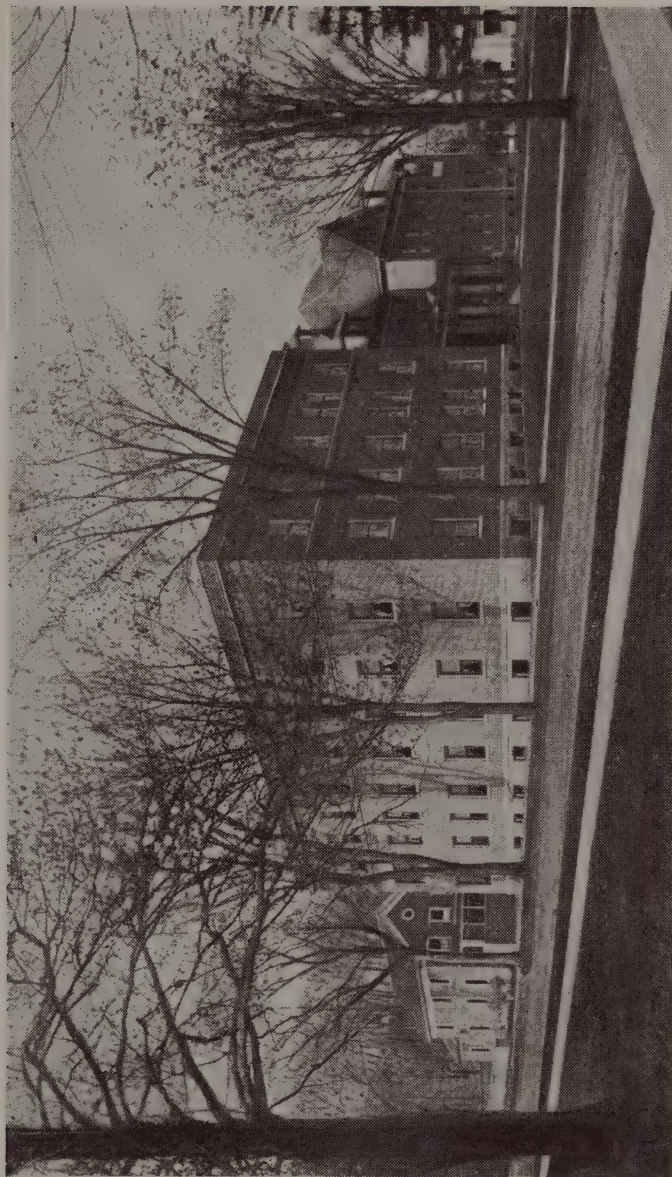
Ahern, Alfred W. - Dennison	Henning, Albert M., Belvidere
Andersen, Arthur A., Eggleston	Holton, Orrin J. - Kenyon
Bergren, Leonard, Cannon Falls	Hillman, Erwin Roy, Red Wing
Barsness, Edwin - Kenyon	Hanson, Ralph E., Eggleston
Brislance, Albert J., Wanamingo	Hanson, Marshall - Red Wing
Brodd, Carl - - Welch	Iverson, Elmer H. - Dennison
Bultman, Walter - Kenyon	Johnson, George W., Cannon Falls
Carlson, Albert R. - Welch	Johnson, Oscar W., Cannon Falls
Church, George - Dennison	Johnson, Edwin J. - Kenyon
Dyrdahl, Oliver - Holden	Jonas, Adolph J. - Goodhue
Dyrdahl, Henry - Kenyon	Jansen, Ivar R. - Pine Island
Ericson, Elof A. - Red Wing	Kilroy, Orville - Goodhue
Erickson, Peter A., Red Wing	Kolshorn, William, Red Wing
Ernberg, George F. - Welch	Lillyblad, Russell G., Red Wing
Elstad, Clarence - Red Wing	Lee, Carl J. - Kenyon
Fjerstad, Clarence H., Cannon Falls	Mattson, Albin, Cannon Falls
Fladhammer, Alfred, Zumbrota	Mattson, August, Cannon Falls
Flormoe, Luther G. - Leon	Musgjerd, Carl N. - Kenyon
Fouts, Clyde E. - Red Wing	Musty, Peter W. - Goodhue
Gernentz, Edw. J. - Red Wing	Nelson, Alfred - Welch

Nelson, Ephraim,  
Cannon Falls  
Neseth, Helmer O. - Holden  
Neseth, John R. - Skyberg  
O'Connell, Peter F. - Goodhue  
Olson, Eskel - Red Wing  
Olson, Hiram C. - Welch  
Olson, Jonas - Zumbrota  
Olstad, Gilbert B. - Zumbrota  
Peterson, Elmer S.,  
Cannon Falls  
Peterson, Leo C. - Red Wing  
Quamme, Albert O., Zumbrota  
Reding, Anton N., Jr.,  
Goodhue  
Reisum, Albert G. - Zumbrota  
Rauk, Helmar R. - Holden  
Roper, Fred - Frontenac  
Rowles, William F. - Goodhue  
Rubin, Alfred - Red Wing

Ryan, Lawrence E.,  
Cannon Falls  
Salmonson, Alfred, Red Wing  
Schultze, Theodore - Goodhue  
Severson, Carl - Pine Island  
Shay, Christ - Goodhue  
Siebe, Charles B. - Goodhue  
Tanner, William R.,  
Cannon Falls  
Thune, Stephen G., Zumbrota  
Tongen, Chester A., Zumbrota  
Vieth, Henry - Featherstone  
Windin, Paul J. - Dennison  
Westermoe, Alfred L.,  
Kenyon  
Woodbury, Ray A., Zumbrota  
Whipple, Elmer E., Florence  
Youngberg, Harry W., Welch  
Youngdahl, Oscar - Red Wing

### VETERANS OF THE CIVIL WAR

Aberdeen, William	Beekman, Samuel	Cadwell, Hiram
Allen, William G.	Beers, Emerson P.	Cady, Steven G.
Aman, Edward	Bennett, Lewis J.	Carson, H. K.
Anderson, Gustus	Benton, Henry	Chase, Benjamin
Anderson, Peter	Berg, Nelson	Christ, Jacob
Anloff, Julius	Berg, Ole P.	Clark, W. W.
Arden, James	Berg, Peter	Cobb, Alonzo W.
Arkins, John	Bergman, Frank	Colvill, Wm.
Arkins, William	Betcher, Herman	Comstock, Manville
Bachelor, Byron	Bevans, C. D.	Cortland, Bennett
Backman, Samuel	Bevans, Henry T.	Cressy, Tim R.
Baker, E. L.	Bevans, Milton L.	Cross, Wm. F.
Baker, Grant B.	Bevans, Corridon D.	Curry, Henry
Barber, H. N.	Bevans, Solon A.	Davis, Charles L.
Barnes, James	Bliss, S. S.	Davis, E. L.
Barr, A.	Boothroyd, George	Davis, George W.
Barris, Lyman J.	Brink, C. R.	Davis, Jonas P.
Barrow, John	Broburg, Frank	Davis, Solomon A.
Batchelor, Alfred	Brown, John H.	Davis, Spencer L.
Batchelor, Byron	Brown, Wm.	Davis, Wm. W.
Batchelor, James F.	Bunch, B. N.	Day, F. J. T.



ST. JOHN'S HOSPITAL





Day, James W.	Hoyt, M. A.	Littlefield, Lewis B.
DeKay, Willett W.	Heald, Daniel, Jr.	Lockey, Joseph
Densmore, Benj.	Hempftling, Ferd.	Loy, John
Densmore, Daniel	Hempftling, Herman	Lynnloff, Eric
Dilley, John S.	Herbert, Wm. M.	Mageras, Nicholas J.
Dorsey, Norris H.	Hillig, August G.	Maginnis, Martin
Doyle, John J.	Hilton, Isaac	Mattson, Hans
Ecker, Tilden	Hobart, Chauncey	McConnell, Henry A.
Ecker, Byron A.	Hobard, J. C. F.	McCord, J. B.
Ecker, Reuben	Holman, Arnold	McIntire, H. P.
Erickson, Chas. A.	Holman, Frederick	McLaren, R. N.
Erickson, Charles	Howe, Abraham, Jr.	McLeatham, Ira
Esden, William	Hubbard, Clark V.	Meacham, John B.
Fagen, Thomas	Hubbard, L. F.	Melvin, John L.
Falls, Charles	Hudson, George	Merrill, James D.
Falls, James	Huss, Ole O.	Miller, Chas. P.
Farnhausen, John	Hutchinson, John F.	Miller, Fred E.
Flint, Geo W.	Hartman, George D.	Miller, Harvey
Flynn, James C.	Hill, Corbin C.	Miller, Jeptan
Foote, John	Iranburg, Andrew	Miller, John H.
Fletcher, George W.	Jacobs, R. E.	Mills, Harvey
Galloway, Wm. D.	Jefferson, J. W.	Morell, Abraham
Gaskill, Frederick	Johnson, Andrew	Mullinger, Antoine
Gates, William	Johnson, Frank	Naslung, Gudmund
Glazier, Aaron	Johnson, John A.	Nelson, John
Goodman, Francis	Johnson, Gustav	Nelson, Nicholas
Golchman, J. C. A.	Johnson, Peter	Nelson, Paul
Graham, John A.	Johnson, Peter, Jr.	Newell, Chas. W.
Grau, C. F. C.	Jones, John H.	Nichols, John
Green, Francis	Jones, George M.	Noble, Fred
Green, Isaac	Jones, Samuel	Noble, James W.
Griffin, David H.	Knight, Geo. W.	Ogburn, Charles
Grinnel, Geo. W.	Kulker, Henry	Oleson, Bonde
Grow, E. F.	Larson, Oliver	Oleson, Eric
Grow, Wm. S.	Lauver, Isaac	Oskey, Ole O.
Gurney, C., Jr.	Leonard, Orrin C.	Parker, Geo. W.
Gustafson, John G.	Lewis, Frank	Park, S. W.
Gustafson, P. M.	Lindquist, John	Percival, Robert
Hancock, Lucius A.	Little, Albert	Peterson, August
Hardy, Albert H.	Little, Frank W.	Peterson, Christian
Harris, Chas. N.	Little, Thos. G.	Peterson, Hans
Harrison, William	Little, Thos. J., Jr.	Peterson, Ole J.
Hartman, John	Littlefield, Charles L.	Peterson, Thos. B.

Pettibone, John H.	Shaver, John	Truman, Charles
Petty, David	Sharp, Edward	Tubbesing, Peter
Pfeiffer, John	Shoemaker, Ferdinand	Tucker, A. C.
Phelps, W. W.	Shoemaker, Joseph	Tucker, Melville
Philleo, E. B.	Sholes, G. S.	Turner, John
Philleo, Eugene	Simmons, George	Turquin, Frederick
Philleo, Wm. M.	Swain, Allen	Turquist, Ludwig
Phinney, Geo. W.	Smith, Stephen T.	Vanstrom, John
Pingrey, J. F.	Smith, Steven J.	Veeder, John T.
Pitts, George J.	Snell, Russell E.	Ward, W. P.
Pohl, Andrew	Sprake, O. M.	Washburne, Jesse A.
Pugh, Evan E.	Storm, John	Welch, A. E.
Reed, Egbert W.	Stromberg, P. M.	Wellington, Wm. H.
Remshardt, Fred	Stromberg, Andrew	White, Jacob
Reinumd, John	Sundblad, John	Williams, F. C.
Richards, John	Sundell, Charles	Williams, John
Rice, Wm.	Sutton, Ellsworth	Williston, Wm. C.
Riddle, William C.	Swanson, Amos	Wilson, H. B.
Robinson, Frank W.	Swartwout, N. B.	Winter, John
Rosefield, Joseph	Taylor, E. B.	Witte, Gustav
Ross, John D.	Teele, Andrew A.	Wood, Theodore A.
Rush, Hiram J.	Thompson, Wm. R.	Woodbury, Jos. A.
Sawnet, Isaac	Tillottson, Dwight	Wray, Wm. R.
Sandford, Otis	Tillottson, J. I.	Wright, Abraham
Seaton, Wm. S.	Todd, David E.	Wright, Beverly M.
Sempf, Ernest	Todd, George A.	Wright, Joy E.
Shakespeare, George	Treac, John A.	Wright, William H.
	Trewer, John A.	

### VETERANS OF THE SPANISH AMERICAN WAR

Regimental	Erickson, Frank H.	Amenda, Gottlieb
Friedrich, John H.	Neill, Edmund P.	Anderson, Olaf A.
Loye, John N.	Reckner, C. K.	Bakke, Carl O.
Company	Skoglund, Edw. L.	Baker, George W.
Seeback, Oscar	Bassett, Elmer M.	Baldwin, Alfred H.
Morley, Frank A.	Buel, Geo. W. A.	Bammert, Henry
Mellinger, Edward G.	Ek, John T.	Bearbann, Henry H.
Anderson, Carl Axel	Jones, William A.	Bell, Wm. H.
Anderson, Frank A.	Lundquist, Sidney S.	Benson, Olaf
Burnson, Charles	Wendler, Charles A.	Berg, Ludvig R.
Danielson, Arthur D.	Ahlers, Charles J.	Blaud, Carl J.
	Allen, Fred C.	Bolus, Harry



Bracher, Christ C.	Head, Thomas	Newton, John W.
Brecht, Frank A.	Heglund, Carl J.	Nichols, Cecil M.
Carlstrom, Albert	Hempftling, Michael	Olson, Edward E.
Carey, Homer C.	Jackson, Andrew	Olson, Otto B.
Chinnock, Albert F.	Johnson, John C.	O'Neill, Francis J.
Clark, John C.	Johnson, John E.	Padelford, Fred
Clement, Arthur R.	Johnson, Theodore	Penfold, Lawrence
Crowel, Frank M.	Johnson, Victor	Peterson, Gustav
Dahlberg, Ernest H.	Johnson, Victor C.	Pewters, John T.
Danielson, Hjalmer	Jones, Henry N.	Quall, Christ
Ellstrom, John W.	Jorgenson, Emil E.	Reichert, F. W.
Fjellman, Oscar	Judd, Eugene S.	Reid, William G.
Fisher, Charles W.	Kappel, Edward R.	Rice, George T.
Fisher, John A.	Keefe, Robert C.	Roberts, William W.
Flonsberg, Emerson	Kennedy, Hugh	Schouweiler, A. H.
Fosse, Iver	Leeson, Owen	Sell, John H.
Foughty, John C.	Lovgren, John W.	Stewart, Charles W.
Freedlund, Henry	Lundgren, Gustav P.	Stockwell, Charles E.
Geib, Robert L. C.	Mannix, Alvie	Stockwell, Burt E.
Gerdes, John G.	Mellendy, Ralph S.	Swanberg, Gottfried
Gilbertson, C. E.	Morrison, James F.	Swanson, August
Harding, Everett J.	Munger, Ralph L.	Tebbe, George
Hartman, Charles J.	Nelson, Rudolph	Tubesing, Benj. F.
Haustein, George J.	Newberg, Aaron B.	Webb, James B.
	Newcomb, Fred	

#### VETERANS OF THE WORLD WAR

Company L	Adler, Fred J.	Borgen, Nels
Ruebke, Otto F.	Anderson, Roy E.	Brown, John C.
Johnson, Harvey M.	Anderson, W. M.	Burkland, Ralph
Soderholm, Carl E.	Anderson, L. J.	Carlson, Adolph F.
Madson, Carlyle	Anderson, Carl O.	Carlson, Cyrus
Anderson, Carl E.	Asp, Charles	Carlson, Earl
Eckholm, E. P.	Bach, Frank J.	Cedarquist, Carl F.
Fouts, Clyde	Barron, Friend H.	Christenson, A. C.
Fridell, John U.	Bartlett, Roy D.	Christenson, Clarence
Julsrud, Arnold O.	Beltz, Vernon C.	Coron, E. W.
Kosec, Ferdinand	Benson, Irvine	Dahlstrom, C. C.
Lindell, Walter E.	Bergh, Axel M.	Danielson, Erwin C.
Risse, Wm. C.	Berling, Clarence	Denoff, John
Soderholm, Wm.	Berlin, Harold	Eckstrom, Edwin
Stachlie, John	Borgen, George W.	Eichinger, Ralph
Thompson, Ralph	Borgen Harry A.	Englund, Lawrence

Erickson, Peter A.	Mealy, Arthur	Sundby, Reuben P.
Erickson, Elof	Nash, Jasper	Swanson, Edwin N.
Everts, William	Nelson, Walter D.	Syckes, Curtiss
Flynn, Albert	Nadeau, Eugene	Switzer, Burns B.
Forsyth, Geo. C.	Newbergh, Lyle	Taggart, Lloyd J.
Fouts, Ray K.	Nord, Arthur W.	Tennis, Edmond
Gaugenmaier, Wm.	Nord, Gust	Tennis, Roy
Gardon, Walter	Nordeen, Paul L.	Terwedo, William
Gordon, John A.	Nygren, Einer L.	Thompson, Ben
Gustafson, A. O.	Olson, Herman L.	Tyler, Russell F.
Hainline, Arthur	Olson, Lawrence R.	Vescelius, Lawrence
Harp, William	Olson, Walter W.	Walsh, William
Heggem, Arnold	Olson, Arthur M.	Warren, Milton
Heggem, Conrad	Palm, Carl A.	Weiss, F. C.
Heiserman, Chas. W.	Palm, Gust H.	Wenseth, L. H.
Hill, Herbert A.	Pearson, A. R.	Wenz, Lyle
Hollander, Arthur	Peterson, Leo. C.	Westberg, Ben
Hollander, G. F.	Peterson, Theo. F.	Westberg, Victor
Holmquist, Wm. A.	Pince, Charles F.	Whipple, Elmer
Holter, Alvin C.	Rehder, Arthur O.	Withers, Cecil D.
Hudelson, Carl W.	Roach, Francis	Wohlrs, Emil
Hultberg, Ed. C.	Roberts, Ray C.	Zetterberg, O. G.
Irvine, Chester	Rohney, A. E.	
Jablanski, William	Rosenour, Steve	Other World War
Jackson, Dorman D.	Salzgaber, Louis	Enlistments
Jellineck, W. A.	Schenack, Raymond	Adler, Henry
Johnson, A. F.	Schompp, Lloyd E.	Adler, Henry R.
Johnson, E. L.	Search, A. W.	Aemmer, Christ
Johnson, Stanley	Seymour, Carl	Anderson, Cliff. H.
Jagusch, Edw. W.	Sharp, Harold R.	Anderson, Alexander
Kempf, Clarence	Sherman, Ray	Anderson, Frederick
Kish, Clifford E.	Sloper, Thomas M.	Anderson, Ernest R.
Kuehn, Robert A.	Sloper, William	Anderson, Harold A.
Kullander, Albert	Smith, Arthur E.	Anderson, Karl
Leach, Edgar J.	Smith, Bupton	Anderson, Oscar E.
Lester, Fred S.	Sparling, Fred	Anderson, Walter E.
Lewis, Orrin	Stahl, E. N.	Anderson, Walter R.
Lillyblad, Gordon	Stachlie, Clarence	Andrews, Edwin Carl
Linderman, F. C.	Steaffens, Fred J.	Apperzellar, William
Lindblom, Arthur W.	Steaffens, R. F.	Arntson, Neal A.
Longcor, Ray	Stoltman, Leonard	Ashton, William J.
Longcor, Albert W.	Strothman, L. W.	Anderson, Frederick
McKeen, Roy E.	Sundell, Carl E.	Back, William F.

Bakkela, Ludwig	Conlin, Wm. E.	Goodwin, Ray
Baraze, Benjamin	Croke, Harold J.	Graff, Frank
Bee, George F.	Dahl, Edward	Grow, Bradford
Belford, Walter W.	Dahlberg, Alfred	Gunderson, Reuben
Benson, John A.	Defoe, Billy	Gustafson, Harold C.
Berlin, F. A.	Dennison, Harvey	Gustafson, Gordon C.
Berlin, Harry R.	Dewitt, Joseph H.	Gustafson, Carl E.
Berg, Ole	Dewitz, Frank A.	Hanson, Lauritz M.
Bergsland, Lonar F.	Diepenbrock, C. P.	Hanson, Raymond
Bergsland, Grant C.	Dix, Kenneth H.	Harrison, Ralph D.
Beckman, Gust R. B.	Doyle, George W.	Harrington, Earl B.
Biorn, Arthur	Drenckhahn, Otto C.	Hankins, Ross S.
Billmeyer, Paul	Eaton, Ormund H.	Hammes, R. B.
Bjorgo, Victor A. B.	Eames, Obadiah	Hawkins, Ben
Bjerken, Fred. N.	Eastlund, Elmer L.	Hackman, Henry
Blair, Charles W.	Eide, Bernard H.	Haller, Helmer M.
Bollum, Edward W.	Eichinger, Albert J.	Haller, Carl A.
Bollum, Frederick E.	Edquist, Edward H.	Haller, Chester A.
Borgen, Andrew	Elmquist, Joseph C.	Hallenberger, L. W.
Bourgeois, M.	Elwood, George I.	Hawkins, Curtis J.
Brenn, George	Englund, Carl E.	Hage, Paul S.
Brenn, Edward	Englund, Gust W.	Haske, Gustav
Brown, Donald	Engstrom, Richard	Henderson, Verne
Bryan, Harold E.	Engstrom, Roy	Hempftling, William
Bryan, Charles S.	Erickson, Erick K.	Henderson, Harry J.
Burkland, H. C. R.	Erickson, Edward	Henn, Alfred W. H.
Buschman, Kenneth	Falk, Fred	Hendel, Henry
Carlson, Bert A.	Falk, Edwin	Hendel, Robert
Carlson, Enoch B.	Falk, Gust	Herder, Harry J.
Carlson John A.	Falls, Vernon	Herr, Carl E.
Chases, Joseph	Ferrin, George C.	Hill, Gilbert A.
Christianson, Chas.	Forsberg, Arthur L.	Hindman, Kirk E.
Christo, Stephan	Forsberg, Elmer F.	Hindman, Bert
Clausen, Prof. Nils Y.	Fritz, Richard F.	Hindman, H. H.
Cleary, Edward J.	Fritz, Reno C.	Hickman, Roland
Closeman, Harry	Friedrich, John C.	Hjermstad, Harry
Cook, Byron F.	Garcia, John	Hjermstad, Sigurd
Cook, Hans O.	Gardner, Charles C.	Hjermstad, Hjalmer
Cook, Harry O.	Gates, Richmond D.	Holmes, Vincent R.
Constantine, John E.	Gilmore Claire H.	Holm, Lars A.
Connelly, Horace	Gilbertson, George H.	Holmburg, Herman
Compton, John E.	Gladon, William D.	Hofer, Elmer R.
Cremer, Glynn	Gloning, Joseph L.	Horlitz, Herman C.



Hoffman, Edward L.	Johnson, Urban	Lovgren, Bernard N.
Holliday, Houghton	Jorvan, Eric	Loye, Harry A.
Hoorn, F. F.	Jonson, Titus E.	Loudas, Bill
Hoffman, Carl F.	Jones, Ralph	Loudas, Sper
Holmquist, Reuben I.	Jorgensen, George	Lofquist, Emil
Holst, Wm. A.	Julsrud, Rolf G.	Loken, Arthur H.
Holter, Elmer C.	Kalfans, Karl A.	Loye, John N.
Holter, Seraf B.	Kempe, Walter	Lundberg, W. C.
Holst, Milton I.	Kempe, Ralph	Lundberg, Albin A.
Howe, Paul E.	Kieth, Christ S.	Lundberg, Berthold
Hoff, T. A.	Kirk, Arthur Dell	Lundquist, Andy
Hunecke, Anton T.	Klitzke, Emil	Luchau, Arthur F.
Hultquist, Harry G.	Knorth, Charles A.	Manion, Harry J.
Hummel, Frank	Kolshorn, Reynold	Martinson, Victor M.
Hyde, Carlos L.	Kolberg, Almer N.	Maetzold, Clarence J.
Hedlund, Arthur F.	Kolberg, George R.	Mallow, Robert
Hanson, Nils C.	Kosman, Louis	Martin, J. B. Taylor
Jansen, Joe	Koester, Anton W.	Martenson, W. C.
Jansen, Harold	Kohn, Earl	Mehrkins, Ernest J.
Jansen, Ben	Kohn, Clyde F.	Meyer, Wm. F. A.
Jansen, George T.	Koehler, W. E.	Melandier, L. W.
Jansen, Bernard W.	Krueger, Rudolph	Meland, Norman
Jacobson, Kalmer J.	Krueger, Gustav	Meland, Alvin
Jebam, Henry E.	Kosec, Reinholt J.	Miller, Henry E.
Johnson, Arvid E.	Kempe, John P.	Mitchel, L. M.
Johnson, Alvin C.	Lamberg, Albert E.	Morley, Samuel L.
Johnson, Leroy E.	Lamberg, Alfred C.	Murray, Frank
Johnson, Albert F.	Larson, Levin R.	Munson, Carl L.
Johnson, Cyrus O.	Larson, Otis	Munson, Roy Spence
Johnson, Chester G.	Larson, Earnest H.	Nash, Charles L.
Johnson, Clifford	Larson, Marshal A.	Nagel, Frederick
Johnson, Elijah	Larson, Louis C.	Nelson, August H.
Johnson, Fred A.	Leebach, George W.	Nelson, Arthur B.
Johnson, Fred L.	Lenthe, Edmund C.	Nelson, Nathaniel
Johnson, Emmett	Limbert, Harry	Nelson, Otis S.
Johnson, Earl M.	Lillyblad, Henry F.	Nelson, V. T.
Johnson, J. Franklin	Limbert, Cloyd A.	Nelson, Leonard O.
Johnson, Herbert M.	Lippert, John K.	Nelson, Alfred G.
Johnson, Russel M.	Liebig, Herman F. F.	Nelson, L. G.
Johnson, Roy E.	Lillethun, Clarence	Nelson, Ole
Johnson, Milton J.	Lidberg, Carl L.	Nielsen, Svend
Johnson, Ray S.	Lindquist, Henry W.	Nesseth, Norman P.
Johnson, Ivan S.	Lindell, Orville	Neill, V. S.

Nordly, Louis W.	Preston, Frank L.	Smith, Frank L.
Nordly, Eugene A.	Perkins, Burton E.	Smith, Hugh A.
Nystrom, Carl G.	Prigge, Arthur C.	Smith, M. W.
Oberg, Lloyd	Reinhart, Delbert H.	Soll, Alfred H.
Ofstedahl, Theo. N.	Reitman, James J.	Soderholm, Geo. R.
Olson, Arnold W.	Reitman, Henry D.	Soderholm, Nels L.
Olson, Clarence I.	Rehder, Zenos E.	Soderholm, Axel O.
Olson, Fred	Reinhart, Chester	Strom, Edward A.
Olson, Elmer W.	Risch, Richard J. S.	Strusz, Henry J.
Olson, Harold S.	Rogers, James C.	Stenlund, John
Olson, Otto	Roper, Edwin C.	Stone, Walter
Olson, Maurice S.	Roslund, Hilmer J.	Stickles, George M.
Olson, Leonard	Rogers, George C.	Stickles, Phillip L.
Olson, Martin J.	Rokke, Joseph	Strom, Frank W.
Olson, Paul D.	Rose, Lawrence C.	Stack, Adolph F.
Olson, William A.	Rucker, Charles W.	Stark, Adolph
Olson, E. Garfield	Rundquist, Ferdinand	Stropp, John B.
Opsal, George	Rose, Lester	Stone, Paul B.
Otto, F. H.	Rowland, Charles E.	Steadman, Alfred
Perkins, Wm. E.	Sandberg, C. A.	Steenberg, R. W.
Patterson, Dewey M.	Sandberg, Edwin T.	Strom, Harry C.
Patterson, H. A.	Saul, J. J.	Sundberg, Harry L.
Palm, Edwin	Schuessler, George	Sundberg, Harold
Palmer, Philander G.	Scharfenberg, O. H.	Sultzter, Clifton
Pearson, Albin	Schouweiler, Wm. H.	Sunby, David
Pearson, Axel	Schacht, Erwin C.	Svenson, Sven E.
Pearson, Barthel C.	Schenach, Leo	Sprick, Henry W.
Pearson, Alfred	Schacht, Herbert A.	Swanson, Edward
Pearson, Axel W.	Schmidt, Robert	Swanson, Milton F.
Peterson, Harry W.	Seiz, William J.	Swanson, Kenneth G.
Pearson, Theodore C.	Selander, Karl W.	Tebbe, Harry J.
Peterson, Sven H.	Secor, Floyd	Teele, Edward P.
Peterson, Hilbert	Seebach, Oscar	Thall, Herman
Peterson, Clarence F.	Servick, Milton G.	Thayer, Raymond
Peterson, Menfred G.	Sessions, Dee	Thygeson, Ben
Peterson, Elmer O.	Shkorte, Kopy	Thompson, Henry G.
Peterson, Edward	Sheldon, S. D.	Thompson, Norman
Peterson, Irvine	Sieg, Walter	Thompson, Peter
Peterson, Peter R.	Sieg, Frederick H.	Tolman, Charles C.
Peterson, Arnold E.	Skoglund, Reuben A.	Tubbesing, Herbert
Pierson, John A.	Skoglund, H. L.	Toma, Michael
Pierce, Raymond	Sneen, Oliver A.	Tufvesson, H. H.
Pirius, Otto A.	Smith, William G.	Tyler, Wm. Glenn

Tuminock, Rafael	Wall, Lloyd A.	Winsor, Samuel M.
Ulvén, Orrion A.	Warren, George D.	Winter, Albert R.
Ulm, Lynn	Wiech, Karl L.	Wickstrom, Carl W.
Vance, Vyven S.	Weisel, Henry E.	Wiler, Wesley D.
Vann, Raymond C.	Westin, Algot	Wickre, John M.
VanDusen, Louis F.	Wenz, Glenn B.	Wooders, Neal Dow
VanGuilder, J. S.	Webber, Randall	Wold, Hans L.
Vollmers, Joseph	Webster, Harold	Zimmerman, Wm. H.
Wagner, Frank	Wiggen, Henry O.	Zigneigo, Anthony J.
Wangstad, Gustine	Winberg, Carl J.	Zalhalka, Harold J.
		Youngren, Anton

### WORLD WAR NURSES

Anderberg, Miss Ada   Teele, Miss Ellen   Teele, Miss Lorana

### HOME GUARDS WHO SERVED AT HOME DURING THE WORLD WAR

Seebach, Fred J.	Bird, Herman M	Lindberg, Felix
Heglund, Carl J.	Bredehorst, E. J. H.	Lockin, Samuel H.
Rehder, Alfred G.	Bryan, Edward C	Loer, Joseph A.
Betcher, Chas. E.	Carey, Wm. W.	McCutcheon, F. C.
Zorn, Albert W.	Cebulski, John	McNeil, Frank W.
Ahlers, Chas. J.	Claydon, Percy H.	McNiff, M. A.
Foot, Robert M.	Dengler, John G.	McPeak, George
Jones, Wm. A.	Dornfeld, Edward H.	Middlemass, W. S.
Lundquist, Sidney	Featherstone, B.	Nelson, Peter A.
Anderson, Harris F.	Fenstermacher, C. W.	Nordly, Louis W.
Metzler, Daniel J.	Fulton, John T.	Olson, Harry
Meyer, Leon C.	Gerdes, John G.	O'Neill, F. S.
Nielson, Axel	Hall, Edward S.	Page, Arthur A.
Prior, John A.	Harrison, Irving B.	Parker, Milton J.
Putnam, Robert W.	Hartman, A. J.	Paulson, Marus P.
Seiz, Albert E.	Johnson, Anton M.	Perrott, Richard
Vollmers, Henry J.	Johnson, George W.	Peterson, Axel E.
Bakkela, W. L.	Johnson, Richard E.	Peterson, Simon P.
Adler, Carl H. F.	Johnson, John A.	Rehder, Norman E.
Anderson, F. E.	Larson, Clarence L.	Sands, Charles G.
Anderson, Edwin A.	Larson, Rasmus H.	Seiler, Kingman R.
Andresen, August H.	Lidberg, August H.	Smith, Kenneth V.
Barghusen, Harry	Lidberg, Edward H.	Sorenson, Peter
Barnhart, Chas. S.	Lien, Nils C.	Van Bronkhorst, H.
Billo, John M.		Wagner, Joseph F.



Pioneer Industries and  
Brief Biographies of  
Some of the Men and  
Women Who Have  
Contributed to the Up-  
building of Red Wing.



### LA GRANGE MILLS

To the La Grange Mills belongs the distinction of being the oldest major industry in Red Wing as well as one of the most important. The company was incorporated in 1877, as the La Grange Mill Co., with a capital of \$100,000, and these officers: President, E. W. Brooks; secretary, A. J. Meacham; superintendent, A. Seebach. A six story mill building 50x80 feet was erected and operations immediately begun, which have been continued to the present day. In 1885, the mill was practically rebuilt. In 1902, the capital was increased to \$200,000. In 1882, B. Gerlach became connected with the corporation, in 1891, becoming manager, which position he retained until he retired in 1922. W. S. Weiss became connected with the company in 1890, and manager in 1922. The present officers are: President, W. S. Weiss; vice president, B. Gerlach; treasurer, H. G. Lillyblad; secretary, L. W. Bach. The company has earned an excellent reputation for the quality of its products, which are distributed in the majority of the states east of the Mississippi. Brands of flour manufactured are Gilt Edge, Star, Corner Stone, and Old Glory.

### RED WING UNION STONEWARE COMPANY

For more than half a century the Red Wing Union Stoneware Company has enjoyed the reputation of being the best manufacturers of stoneware and kindred lines in the United States. Their product is considered the standard of quality everywhere.

They have two large modern plants, three continuous tunnel kilns and when in full operation 200 men and women are employed. The products can be found in every state in the Union and in many foreign countries.

Changing methods of living resulting in a decreased demand for ordinary stoneware, other lines were built to take up the slack.

The lines selected include chemical containers, wares made on special orders from firms engaged in highly specialized business; also art ware, such as vases, bowls and candlesticks; lamp bases of many designs and colors; garden ware such as bird baths, urns, porch pots, sun dials and gazing globes; kitchenware, such as baking dishes, nappies, pitchers, cookie jars. The designs and finishes are unexcelled and their product is handled by some of the most discriminating trade.



### RED WING MILLING COMPANY

Started business in 1901, succeeding what was known as the Simmons Milling Co. Brands of flour manufactured are, Red Wing Special, Cream of West, Bixota, and Ogema.

In 1909, the business was reorganized and new owners took possession with the following officers: H. C. Stebbins, president and treasurer; J. G. Lawrence, vice president; R. L. Thompson, secretary; and the directors were H. C. Stebbins, John H. Rich, J. G. Lawrence, D. R. Jones, and R. L. Thompson.

Upon the death of Mr. Stebbins in 1921, this company was liquidated and a new corporation, known as The Red Wing Milling Co., purchased the assets and the ownership and management is now in the control of H. M. Meech, president; G. E. Meech, vice president; and John Dengler, secretary and treasurer.



### THE REICHERT BOTTLING WORKS

Established by L. C. Reichert, who bought out the Pratt Bottling Co. On his return from the Spanish American War, in 1899, F. W. Reichert took over the concern and still continues to operate it, having expanded the business materially in many ways. Today the business serves Red Wing and the entire surrounding area. The line includes all carbonated beverages and still drinks, besides jobbing in soda fountain supplies and Schmidt's beers.





### ALEXANDER P. ANDERSON

Born on his father's farm in Featherstone. Attended country school until 18 years old. Worked on farm from time he was 7. Taught his first term of school in home district for 4 months in 1881, and in 1882 attended the University of Minnesota. Again taught school, and in 1883 attended fall term at the University. Studied chemistry, higher algebra, German, mechanical drawing, and physics. From 1885 to 1890, farmed his father's farm and at the same time taught country school. In 1890, again entered the state University, graduating in 1894, continuing until 1897, working for advanced degrees. Received his PhD at University of Munich, Germany, in 1897. From 1897 to 1901 was State Botanist and Bacteriologist at Clemson College, South Carolina. Later assistant Professor of Botany at University of Minnesota and assistant Curator of Herbarium at Columbia University in New York.



MRS. ALEXANDER P. ANDERSON

In 1901-02, while at Columbia University and New York Botanical Gardens, discovered methods of expanding starch and cereal grains by heating same in sealed glass tubes, under pressure, and then suddenly releasing same. This resulted in such products as Puffed Rice, Puffed Wheat, and finally, Quaker Crackels. Over 30 years were spent on these processes and over 15,000 experiments made. The last ten years were spent on the Crackels experiments at the Burnside laboratory. Forty patents have been taken out in U. S., and fifty or more in foreign countries. For over thirty years has been identified and worked with the Quaker Oats Co., Chicago. During the World War, he farmed extensively and successfully.

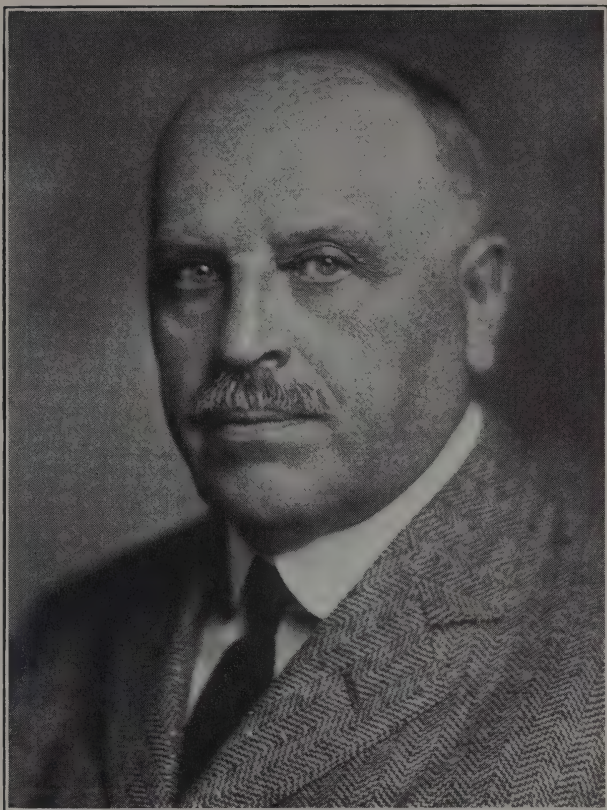
Married Miss Lydia Johnson at Highlands, N. C., on Aug. 11, 1898. Since then both have worked together in all their efforts. Five children: Leonard, Louise, John, Elizabeth, and Jean.



### AUGUST H. ANDRESEN

Born in Newark, Illinois, October 11, 1890. Came to Red Wing in 1905. Graduated from Red Wing Seminary and St. Paul College of Law. Admitted to practice before the Supreme Court of Minnesota in 1914. Degree of B. L. from St. Paul College of Law and B. A. from St. Olaf College. Married Julia Lien, 1914. Chairman Goodhue County Republican Committee. President of County Red Cross, Red Wing Fair Association, Kiwanis Club, Chamber of Commerce, Soldier's Memorial Association. Member of United Lutheran Church. Congressman from Third Congressional District of Minnesota, serving eight years. Specialized in agricultural and conservation legislation. Author of the Andresen-Norbeck Migratory Bird Act and other important laws. His record in behalf of labor endorsed by the Federation of Labor. Single handed secured the passage by House of legislation to preserve American market for its dairy farmers.





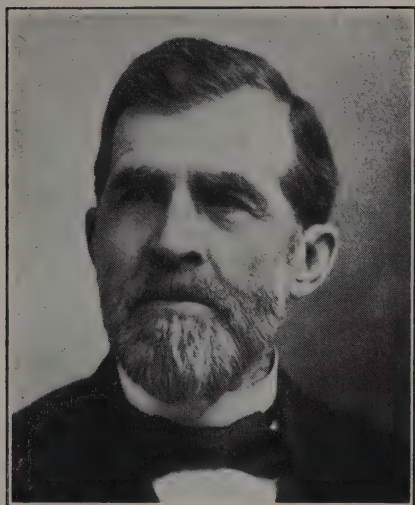
ALBERT JOHNSON

Born in 1858 on a farm in Minneola, Goodhue County, and spent most of his boyhood there. He was for fifty years engaged in legal work in Red Wing. For nearly forty years, he held some legal office. In 1883, he was appointed Deputy Clerk of Court. He was admitted to the bar in 1885. From 1886 to 1893 he was Clerk of Court. County Attorney from 1897 to 1907. In 1909, was appointed Judge of the First Judicial District by Governor John A. Johnson. He held this office by election from 1910 to 1928. His appealed decisions generally were upheld by the higher courts, all characterized by fearlessness and an earnest effort to uphold justice. Three times during his years on the bench of the District Court, he was nominated in the primary elections for a place on the bench of the Supreme Court of the state. He died June 10, 1933.



THEODORE B. SHELDON

Born in Massachusetts, January 31, 1820. After receiving a common school education, engaged in various employments in Massachusetts and Vermont until 1856, when he came to Red Wing. For a time he engaged in the mercantile business and later, about 1860, in the grain business, in which he continued until his death on April 13, 1900. Was active in civic affairs. He was one of the organizers of the First National and Goodhue County Banks, a promoter of the D. R. W. & S. Railroad, and extensively interested in milling and clay working enterprises. On his death his testament was found to contain a bequest of one-half of his estate to the city for some public purpose. This resulted in the building of the T. B. Sheldon Memorial Auditorium, the first municipally owned theatre in the United States, and other projects for the growth of the city.



## CHARLES BETCHER

Born on January 31, 1830, in Greifswald, Prussia. After an academic education, he came to America in 1849, and located in Rochester, New York, until 1855, when he moved to Winona, Minnesota, where he established a hardware business, which he moved to Red Wing in 1856. That same year he married Margaret Gothrup of Pultneyville, New York, and when he died in Red Wing on July 6, 1903, there survived, besides his wife, three children, Charles A., Helen

B. Worman, and Margaret G. Ivins. Was one of the leading pioneers of Red Wing, an energetic business man of fine executive ability, and was identified with all enterprises for the up-building of the community. His first hardware store in Red Wing was on lower Broadway. Later he built a brick store, carrying farm machinery also. This business was discontinued in 1893. In 1859, he entered the lumber business, buying out Mr. Blakely's interest in the firm of Cogel and Blakely. In 1875, bought Mr. Cogel's interest, continuing in the lumber business until he died. In 1889, Charles Betcher Lumber Company was incorporated with Charles Betcher as president and Charles A. Betcher, secretary and treasurer. Saw mills and millwork factory, located on the bay, supplied a dozen branch yards located in Goodhue County and in Western Minnesota and South Dakota. Logs were brought down the water from the St. Croix and Mississippi rivers except the last two years of operation when they were railed in. Saw mill burned in 1905, but millwork factory was enlarged and continued successfully until sold in 1920. Mr. Betcher's home, at Fourth and Buchanan streets, was built in 1875. Mrs. Betcher occupied it until her death on August 27, 1915.





## CHARLES ARTHUR BETCHER

Born in Red Wing on August 25, 1862, and, excepting four years in Minneapolis, has always lived here. Attended public schools and Seminary in Red Wing and Shattuck School, Faribault, where he graduated in 1880 as valedictorian and captain of Company C. On February 12, 1885, married Carrie B. Eddy, of Minneapolis, and they have one son, Charles Eddy Betcher. In 1881, entered the offices of his father, both in hard-

ware and lumber, and in 1884, took charge of the heavy hardware wholesale store in Minneapolis, where the output of the plant of Esdaile, Wis., was marketed, consisting of hubs, spokes, etc. This store was sold in 1888. He then returned to Red Wing, becoming secretary and treasurer of Charles Petcher Lumber Company, and in 1903, its president, until 1920. Served as councilman, 1892-93, member of Auditorium board, and president thereof, 1908-9, member of cemetery board, 1889-90, and 1906-14, the last three years as president. Member of Episcopal church, he served as Vestryman from 1906 to 1920, and was a member of its choir from 1889 to 1920. One of the 1883 charter members of Company G, Minnesota National Guards, and its first sergeant for two years, and later elected captain, from 1888 to 1892. Believing that the future growth of Red Wing depended on more factories, he made every effort to secure them. Was the originator of the Red Wing Commercial Club and its president, 1901-02, and also president of Red Wing Manufacturers Association. Some of the industries which were established here through his efforts, such as the Red Wing Hat Co., Forest Products Co., and Red Wing Brick Co. failed to survive, but many companies in which he was officer and director are still operating, notably the Red Wing Linseed Co., the Red Wing Sewer Pipe Co., and the Red Wing Malting Co. Served as director of Goodhue County National Bank and president of Red Wing State Bank.

## MRS. JAMES THWING CHAMBERLAIN

later

## MRS. SAMUEL RUGGLES THORPE

Born in Canaan, Maine, May 7, 1831. The life of Caroline Emery Chamberlain, an early settler in Goodhue County, is the record of a long life of unselfish devotion to duty, and of cheerful, undaunted courage in meeting and surmounting difficulties.

She was a descendant in the seventh generation from John Emery, Sr., and his wife, Agnes Emery, of the ancient town of Romsey, England. Their son, John, emigrated in 1635 and settled in Newbury, Massachusetts. From this long line of Puritan Pilgrims and New England pioneers Caroline Elisabeth Emery inherited her characteristic traits of uprightness, great energy, resourcefulness and self-reliance.



She was the eleventh child of Jonathan Emery and Hannah Cheney Emery. Largely through her own determined efforts she received a good education, which was not common for women of the farm a century ago. Early in her teens she was recognized as a teacher of exceptional ability, first teaching in a rural school near her father's farm, then in Bangor. In 1853, she married James Thwing Chamberlain. Frail health induced her husband to seek the drier air of Minnesota. Mrs. Chamberlain followed him to Red Wing, arriving early in 1856, with her infant son, Francis Asbury Chamberlain, who had been born in Bangor, April 20, 1855.

She found Red Wing a straggling frontier settlement with but one frame house, a small village of the Dakota Indians with comparatively few white settlers.

Her second child, a daughter, Carrie Louise Chamberlain, was born in Red Wing, April 20, 1858. This child alone was a Territorial Pioneer. Three years later, May 28, 1861, Mr. Chamberlain died.

Thus at thirty years of age Mrs. Chamberlain was left alone with two children to rear and educate. Soon after her husband's death she opened a private school. Later, when Red Wing organized a public school system and built the red school house near the creek "Jordan," Mrs. Chamberlain was installed as one of its first teachers. This position she held as long as she continued to live in Red Wing, with the exception of a short interval when she was prevented by family duties.

On December 25, 1862, Mrs. Chamberlain married Rev. Samuel Ruggles Thorpe, a teacher of Greek and Mathematics in Hamline University. Mrs. Chamberlain's second husband died also, July 19, 1864, leaving twin sons but three months old—James R. Thorpe and Samuel S. Thorpe, born April 20, 1864. Thus, twice widowed, Mrs. Thorpe at thirty-five years of age found herself confronted by the problem of the future of three sons and one daughter, for whose maintenance and fitting for life she must be dependent upon her own unaided efforts. She set herself to the work which had fallen to her. She had excellent qualifications for that work; firm Christian character, genial, pleasing personality which easily gained friends; education, health, good judgment in practical affairs; in short, a "will to live."

She sold the smaller of the two houses that had been left her, and moved to the home on Seventh street, with its large grounds; planted a vegetable garden, added another wing to the house, partly for rental, partly to provide a schoolroom for the school that she soon reopened. These arrangements were all fundamental helps toward her determination to give her children the best advantage available at the time and place. To attain this purpose she needed a larger income. Accordingly, as soon as she was released from the exacting personal care of the two baby boys, she resumed her former position in the public school, and in addition to teaching, embarked on a business venture. In 1866, at the close of the Civil War, there were comparatively few stores in the village. She secured the agency of certain things in growing demand and not otherwise procurable; among them an excellent Boston make of pianos. In this venture Mrs. Thorpe was highly successful, not confining her activities to Red Wing but extending them to near-by towns, to Minneapolis, St. Paul, and the surrounding territory. In this way she obtained a piano for her daughter and the best musical instruction; drawing lessons for her son, gymnasium courses, and other things that were luxuries at the time.

In the spring of 1873, after seventeen years of residence in



Red Wing, Mrs. Thorpe moved her family to Minneapolis in order to obtain for the older children further schooling at the State University and the advantage of increased opportunities for musical and business advancement afforded by a larger town. Here she built a home for her family where she lived for forty years, though the family one by one married and established homes of their own.

After attending Hamline University, and later Princeton University, the twins, Samuel and James, returned to Minneapolis and resumed the business in which they had engaged before they went to college, and which, under the firm name of Thorpe Bros., has existed for nearly fifty years, and is still active in 1934.

Mrs. Thorpe was a member of the Methodist Episcopal Church; in Red Wing, active as leader and teacher in the Sunday school; in Minneapolis, active as president of the Home Missionary Society of Hennepin Avenue Church, of which organization she was a charter member. But her thought and interest were primarily for her children—the special work which had been given her to do and which she felt must take precedence of any public work. The children well repaid this thought and interest. She had the satisfaction of seeing her three sons and her daughter's husband upright and valued citizens of their communities, always ready to help with time, money, and personal service in every worthy cause of church and city; Francis Chamberlain, a highly regarded banker in Minneapolis, Samuel and James Thorpe and Alfred Dean energetic and successful business men of Minneapolis and Denver. Further, she had the gratification of knowing that the principles of her forefathers were being carried on to all her descendants.

The latter less strenuous days of her life were spent in the enjoyment of many friends, leisure and much travel; but her chief pleasure up to the very end of her life remained the annual assembling of children, grandchildren, and great grandchildren around her hospitable board at each recurrent Thanksgiving Day.

Mrs. C. E. Thorpe died on March 14, 1919, at the advanced age of eighty-eight years and ten months. In honor to her, and in loving and grateful memory of all she had been and done, her three sons and daughter and nine grandchildren gathered at her funeral. Of the three grandchildren who were absent, one grandson had given his life for his country and rests over-seas; one grandson had not yet returned from his country's service in France; and one granddaughter had lain many years in far California. In a beautiful spot in Lakewood Cemetery she sleeps beside her son James, who rejoined her nine years later.

**J. C. WEATHERBY**

Born in 1815. Located at Red Wing in 1854, and conducted one of the first mercantile establishments in the community. In 1857, when the city was incorporated, he was elected first mayor of Red Wing, in which capacity he served one year, declining reelection. Continued in business in Red Wing until the middle sixties when he moved west and located in Chippewa County, Minnesota, where he died on February 27, 1883. Was

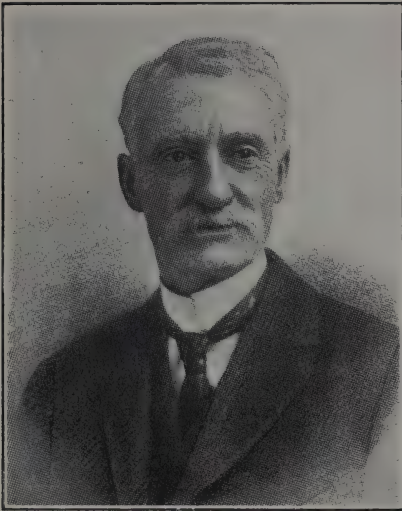
very prominent in the community. Member of Episcopal church.

**J. V. ANDERSON, M. D.**

Born in Sweden on May 20, 1860. Came to America with his parents when a boy and resided near La Crosse, Wis. Graduated from Rush Medical College, Chicago. Practiced for a time at La Crosse, Wis., and at Kenyon, Minn. Came to Red Wing in 1888, and has lived here since. In 1909, he married Esther J. Colby. Two children, Colby and Robert. Has held the position of health officer and county physician. Was secretary of



Goodhue County Medical Society and a charter member; later, president. Was U. S. examining surgeon and surgeon of the Chicago Great Western Railroad. Director of First National Bank.



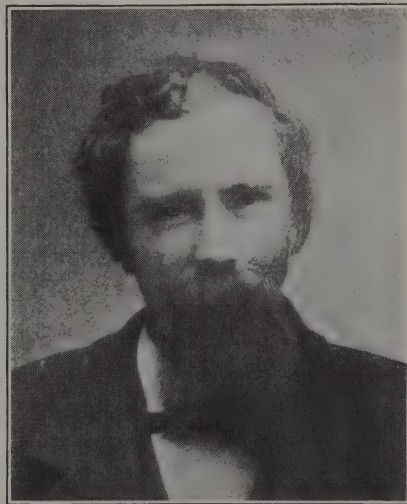
### TAMS BIXBY

Born in Staunton, Va., December 12, 1856. Came to Red Wing with his parents in 1858. In 1884, established the Red Wing Sun, later combined with the Republican, and assisted in launching the first daily here in 1885. Became prominent politically and served as chairman of the Republican State committee, secretary to governor, for ten years commissioner to the Five Civilized tribes in Oklahoma. In 1907, purchased the Pioneer

Press, which he conducted for a year, then engaged in newspaper business in Oklahoma, where he resided until his death in 1921. Was prominently connected with many Red Wing industries.

### HENRY BROWN

Born in Ireland, near Belfast, in 1837. Came to New York state with his parents when twelve years of age. In 1848, went with the Horace Greeley expedition to Utah to dig gold. During the war, was in the Indian massacre at New Ulm, a member of Flandreau's expedition among the Sioux. They were known as the "Winona Rangers." After the war, came to Red Wing, and engaged in the hardware business. In 1871, married Lizzie Lockwood Elder. Four children, Fred L., Harry M., Bess H., and Leland P. (deceased). Died Sept. 7, 1897, in Red Wing.







### FRIEDRICH BUSCH

Born in Ruthen, Westphalia, Germany, in 1839. Pioneer resident and important factor in the economic development of city and county. Arrived in Red Wing in 1859. Clerkship, Friedrich & Hack. Partnerships, Olson & Busch (1864-69), Simmons, Olson & Busch (1869-76). Cashier, Goodhue County Bank (1881-99). President, Goodhue County National Bank (1899-1906). President, La Grange Mills, and director of many local enterprises.

Member of city water board many years and one of the original trustees of Sheldon Memorial Auditorium. Married Anna Mary Weimer, 1864, who survived until 1927. He died in 1908.

### L. E. CLAYDON, M. D.

Born in Redditch, England, in 1869. Came to U. S. in 1879, settling in Otter Tail county. Graduated from Minnesota University Medical School in 1895. Practiced at Mazeppa until 1902, came to Red Wing with Dr. M. H. Cremer and established the firm, Cremer & Claydon. Specialized in surgery and was instrumental in establishing St. John's Hospital. Took post-graduate medical work in Europe. Member state and county medical societies. Three children, Marjory (deceased), Donald, and Howard.

Member of Episcopal church. A great traveler. Among the many journeys, a trip around the world.



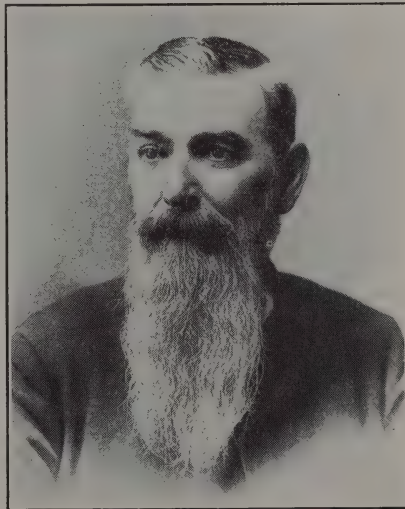
**P. H. CLAYDON**

Born in Otter Tail County, Minnesota, September 22, 1879. Came to Red Wing in 1909. Engaged in the drug business. Married Elizabeth Johnson April 18, 1911. Three children, John, Charles, and James. Has always been prominent in civic activities in the city. Conducted the war savings campaign in Red Wing during the World War. Is associated with the Chamber of Commerce and the Horticultural Society. Is a mem-

ber of the Masonic order, and of the Episcopal church, in which he has always taken an active part.

**WILLETT W. DE KAY**

Born in Orange County, New York, in 1831. Emigrated in 1854 to Red Wing, where he resided for almost forty years. In 1861, enlisted in Company E, Third regiment, serving four years in the army and becoming captain of his company. Married Ellen O'Reilly in November, 1862. Four children. Was chief of police for several years and also acted in the capacities of health officer, street commissioner, and many other public positions. Served as postmaster for one term of four years. Was a member of the Episcopal church. Died in June, 1891.



MRS. HANNAH PLATT ELDER nee Hannah Platt Lockwood



Born in 1832, in Plattsburg, New York. When eight years of age, with her family, made the first trip on the Erie Canal after it was completed. The family located at Prairie du Chien, Wis. In 1830, she was married to John H. Elder. Four children, Lizzie Brown, Margaret DeKay, Millie Woodward, and John H. Elder. In 1856, Mrs. Elder and children came to Red Wing and joined Mr. Elder, who was engaged in the building and commission business. He died in 1860. She died in

1910. Mrs. Elder lived in Red Wing most of her life.

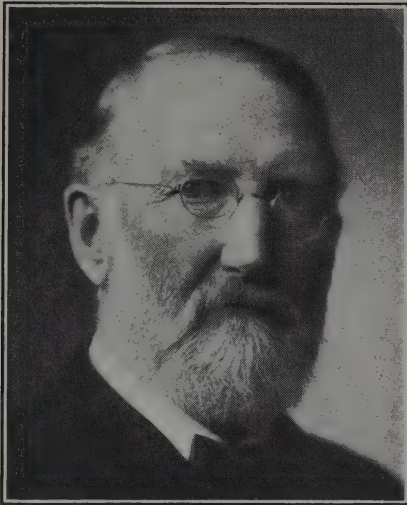
WILLIAM M. ERICSON

Born in Red Wing, July 15, 1880. Graduated from high school in 1900, and began the study of law in the office of Hon. Frank M. Wilson, becoming his partner in 1906. Served as county attorney, 1906 to 1913. Appointed Judge of Probate and Juvenile Judge of Goodhue County by Gov. A. O. Eberhart, in 1914, and is still serving. Was president of Minnesota Probate Judges Association and the First District Bar Association. Member



of American Association of Public Welfare Officials, American Bar Association, and Minnesota Conservation Commission, appointed by Gov. Olson. State president of Isaak Walton League.





### SILAS BUCK FOOT

Born in New Milford, Pa., November 7, 1834. Came to Red Wing in 1857, and resided here until his death, May 22, 1908. In 1872, established a tannery and engaged in manufacturing shoes and shoe pacs. Later the shoe manufacturing was moved to St. Paul, where it developed into a large industry. Prominently identified with many industries. One of the promoters of the Duluth, Red Wing & Southern Railroad. Built the Lorana Park Foot

Memorial Chapel of Christ Church as memorial to his wife who died in 1903. Prominent in Masonic circles.

### EDWIN H. FOOT

Born in Red Wing, January 6, 1876. Educated at Shattuck School, Faribault, and Trinity College, Hartford, Conn., and became associated with his father in the leather business. Just before his father's death, established the tannery on its present extensive scale and has devoted his entire energy to its development, one of the few cases in which the fruits of the labors of a pioneer remained in active service in building up the community.

Served in many public capacities. President of Commercial Club, chairman of fire board, Senior Warden of Christ Church. Prominent in Masonic order.



**CHAS. E. FRIEDRICH**

Born in Red Wing, June 1, 1862. Attended public schools here and entered business with his father under the firm name of C. E. Friedrich & Co. In 1894, Friedrich & Kempe Co. was organized for wholesale grocery business of which he was president and manager until his death on June 18, 1929. Married Catherine A. Wolff in 1894. Two children living, John Charles and James Kempe; two dead, Edward Henry, and Louis Bottinus. Served

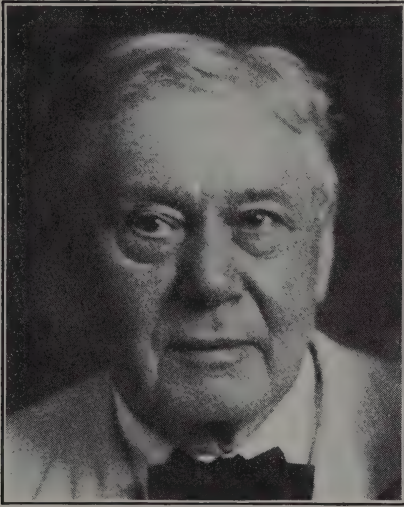
as alderman, and on cemetery, fire, and hospital boards. President Citizens Mutual Fire Ins. Co. Member of Masonic order. Vestryman and Warden of Christ Church. Democrat in politics.

**JENS K. GRONDAHL**

Born in Eidsvold, Norway. Came to Red Wing when eleven years old. Attended public schools and Red Wing Seminary where he graduated in 1887. Attended State University, later conducted the Red Wing Daily Independent. Elected to legislature in 1892, serving three terms. Editor of Nordstjernen. Manager of the Red Wing Printing Co. in 1899 and has been controlling owner since 1913. Was president Minnesota Re-



publican Editorial Association and president of Commercial Club. Has always been active in civic and industrial interests of the city.

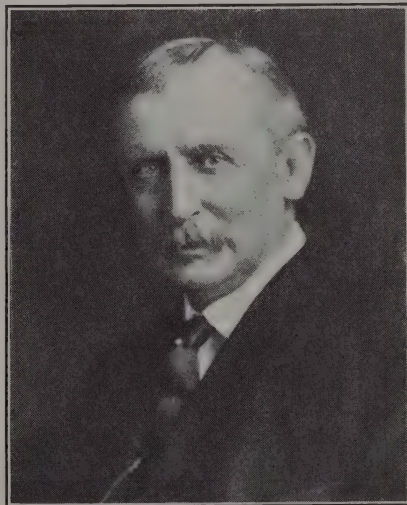
**WILLIAM H. GROW**

Born in Cincinnati, Ohio, November 14, 1848. Son of William Seeley and Martha Thomas Grow. With his parents came to Galena, Ill., in a covered wagon and thereon by boat to Red Wing in 1853. Oldest resident in city in point of years resided here. Attended Hamline University. Resident of Chicago, 1867-71, and then engaged in grocery business here three years. Served as deputy register of deeds and connected with Bank

of Pierce, Simmons & Co., 1884 to 1929. Served as captain of Company G. Married Frances Mae Bradford in 1894. Two children, Mrs. Frances B. Friedrich and Lt. Bradford E. Grow, U. S. N.

**OSSEE MATSON HALL**

Born in Conneaut, Ohio, in 1846. Graduated from Williams College in 1868. Located at Red Wing soon after and engaged in the practice of law. Served as state senator in the Minnesota Legislature in 1883 and 1885. Elected to the fifty-second and fifty-third Congresses as representative from the Third Minnesota district, serving from 1891 to 1895. Appointed a member of the Minnesota State Tax Commission in 1907, serving until the time of his death, Nov. 26, 1914.



Married Miss Sila Elizabeth Magee in 1873. Two children living, Charles P. and Edward S. Hall.



**CHARLES P. HALL**

Born in Red Wing on September 22, 1875. Graduated from Hobart College, New York, in 1897, and from the law department of the University of Michigan in 1901, and was admitted to the bar in Minnesota in 1902. Practiced law for a time in company with his father and later located at Cannon Falls, serving as village attorney. Later returned to Red Wing. Was elected city attorney of Red Wing in 1910, in which capacity he served fifteen

years. Was elected Judge of district court for the First Judicial district in 1928, and is still serving in that position.

**HANS L. HJERMSTAD**

Born in Stange, Norway, June 4, 1861. Came to Red Wing in 1881. Employed as clerk in the Boxrud Co., later becoming a partner in the Boxrud & Hjermstad Co. In 1915, became secretary of the Citizens Mutual Fire Insurance Co., and was president and manager at the time of his death in 1931. Served as president of both Northwest and Minnesota Mutual Fire Insurance Company Associations; Welfare League, Red Wing Hospital, and Old



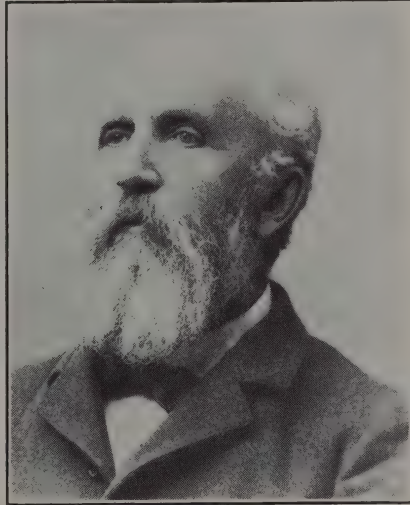
Peoples' Home, and secretary of Ladies' Seminary. Was an active member of the United Lutheran church, being superintendent of the Sunday school for many years.

## HIRAM HOWE

Born in Cleveland, Ohio, January 9, 1858. Came to Red Wing with his parents in 1869, and made his home here continuously after that. Married Alice L. Wilson, June 15, 1886. Had three children, Horace A., Frank W., and Helen M. Hallenberger. He held positions as treasurer of Goodhue County, assistant cashier at the First National Bank, secretary and treasurer of the Red Wing Shoe Company from 1907 to the time of his death on December 26, 1931. Served as member of the city council, and of the Auditorium board. Member of Masonic order. Affiliated with the Methodist Episcopal church.

## GEN. S. P. JENNISON

Born in Massachusetts, May 9, 1830. After attending Harvard and studying law, came to St. Paul in 1860. Served as private secretary to Gov. Ramsey. During the Civil War he participated in many battles, and was brevetted brigadier general at the close. Later was associate editor of the St. Paul Dispatch. Located in Red Wing in 1870, where he was actively connected with the Red Wing Republican until 1894, when he removed to California where he made his home until his death, on November 30, 1909, at Covina. Served as secretary of state four years and was also private secretary to Gov. Marshall and Gov. Hubbard. Prominent for many years in Republican party councils, and renowned as an orator of his day.





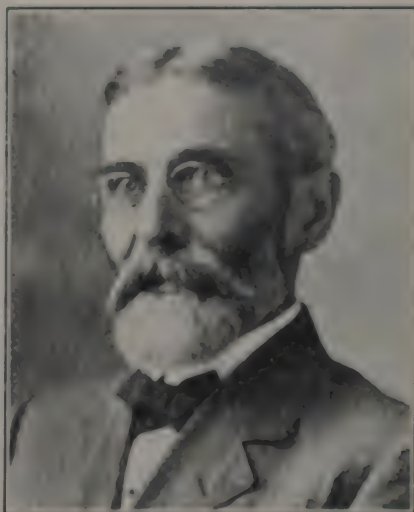
### REV. E. B. JEWELL

Born in Arlington, Iowa, May 13, 1896. Married Elsie Barton at Chicago, June 24, 1921. Has three children, Earle Barton, David William, and Barbara Harriet. Served as lieutenant in the Field Artillery during the World War, and as secretary of the Central Y. M. C. A. of Minneapolis. Came to Red Wing January 1, 1931, to serve as Rector of the Episcopal Church, after extensive missionary work. He is prominently identified

with the activities of the Episcopal church in the diocese of Minnesota and also in the church throughout the nation.

### PETER JORGENSEN

Born in Denmark, January 10, 1850. Came to America in 1870, and to Red Wing in 1879, residing here until his death, on January 29, 1929. In 1886, became connected with the Red Wing Furniture Co. which he actively managed until his death. Married Nanny Danielson of Copenhagen, Denmark, in 1881, who survives him with the following children: Mrs. F. D. Putnam, Mrs. A. E. Seiz, Mrs. J. A. Sparks, Mrs. A. J. Larson, Mrs. R. W. Evans, Mrs. R. H. Putnam, G. C. Jorgensen, and Mrs. R. C. Pierce. Eighteen living grandchildren. One son dead, Hans P. Jorgensen, who died in 1908.





**WILLIAM C. KRISE**

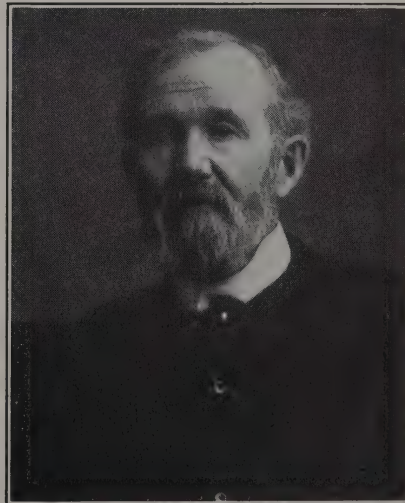
Born in Canton, Pa., February 19, 1859. Came to Red Wing in 1884, and has resided here ever since. Married Emma J. Simmons of Red Wing. Engaged in grain business as member of the firm N. K. Simmons & Co. In 1901, was one of the incorporators of the Red Wing Malting Co., later taken over by the Fleischman Malting Co. Has been active manager from its beginning to the present day. Served on water board and also acted

as chairman of Board of County Commissioners. Member of Auditorium board, and Episcopal church. Active in civic affairs.

**JAMES LAWOTHER**

Born in Killyleagh, County Down, Ireland, August 17, 1832. Came to Red Wing in 1855, and resided here until the last fifteen years of his life. Married Evalyn T. Mann, December 16, 1859. One child, James L. Lawther. Was a liberal contributor to the community. Provided the funds for the Y. M. C. A. building, afterwards endowed by his wife, contributed toward the purchase of Barn bluff, and gave the ground for the

Carnegie Lawther library. Made generous contributions to Presbyterian church. Died at Dunadry, County Antrim, Ireland, June 30, 1916, where his last fifteen years were spent.





### CHARLES W. LORING

Born in St. Paul, Minn., May 2, 1887. Married Gertrude Klein, June 12, 1912. Came to Red Wing in 1922, to take charge of the electric and gas plant when that organization was taken over by the Northern States Power Co. Later became district manager of the company. Been active in civic groups. Served as president of the Chamber of Commerce, the Kiwanis Club, and the Minnesota State Bowling Association. Member of several lodges.

Elected one of the fifteen members of the Wisconsin Utilities Ass'n for twenty-five years continuous service in electric industry.

### D. M. NEILL

Born at Down, Perthshire, Scotland, February 2, 1852. Arrived in America with his family in 1859, settling at Caledonia, Wis. Married Alice Albion Purdy, May 20, 1875. Three children, Edmund, Victor, and Marguerite. Came to Red Wing in 1886, as manager of the Betcher lumber interests. President of Red Wing Manufacturing Co., fifteen years. Organized Red Wing Telephone Co. in 1904, later consolidating with Tri-state, of which he



was commercial manager for seven years. President of State Association of Commercial Clubs. Candidate for Lieutenant Governor in 1924. Died at Red Wing, December 23, 1925.

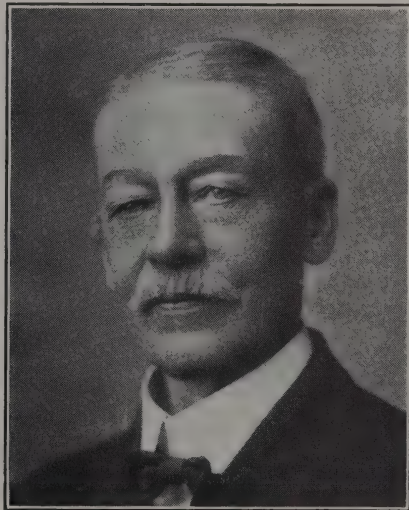
**PETER A. NELSON**

Born in Red Wing on June 15, 1875, and resided here until his death on June 17, 1933. Married Mary S. Marshall on June 19, 1901. Three children, Elizabeth Olivia, Jane Lawther, and Catherine Marshall. In hardware and banking business and later treasurer and director of S. B. Foot & Company, in which capacity he continued until his death. Served as Master Workman of the Minnesota A.O.U.W., and Grand

Master of the State Lodge, I. O. O. F. Mayor of Red Wing and president of the Kiwanis Club. Prominent in civic affairs. Member of the Presbyterian church. Prominent in Democrat party.

**SAMUEL J. NELSON**

Born in Whitewater, Wis., April 4, 1852. Came to Rochester with his parents when a child. Graduated from Rochester High School and from State Law School, Ann Arbor, Mich., in 1874, with high honors. Practiced law at Grafton, N. D., and Kasson, Minn. Came to Red Wing in 1887, and lived here until his death on September 12, 1932. Engaged in the practice of his profession. Served as County Attorney and was Justice of the Peace



for twenty-nine years. Record of continuous practice of law over a period of nearly sixty years. Died September 12, 1932.



**B. A. OLSON**

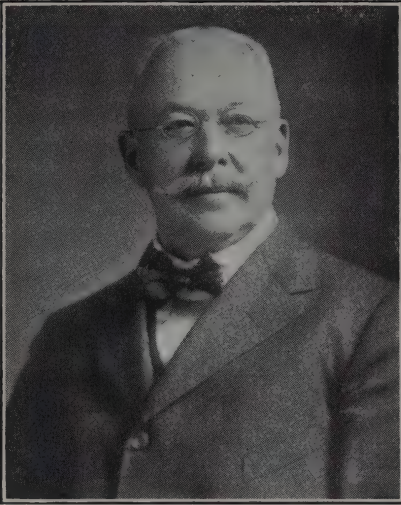
Born at Fagelvik, Vermeland, Sweden, on October 16, 1851. Came to America when twenty years of age, settling in Red Wing in 1873, where he resided until his death, in 1933. Married Anna S. Danielson on May 8, 1880. Eight children, Mrs. J. E. Carlson, Mrs. F. A. Berlin, Mrs. C. E. Mobeck, Emelia, Helen, Irene, Paul, and Archie. In 1882, established himself in the painting and decorating business and was actively interested

in it until his death. Was a charter member and long president of the Swedish Mission church, and Sunday school superintendent. Served as alderman from the Third Ward.

**N. P. OLSON**

Born in Sweden, February 23, 1854. Came to U. S. when ten years of age. Attended the University of Minnesota and the Keokuk College. Located at various Minnesota towns, engaged in publishing newspapers. Came to Red Wing in 1909, purchased the Goodhue County News, and rechristened it The Free Press. In August, 1911, began the publication of the Daily Eagle and still continues as editor and publisher. Married Frederika Pfaff in 1878. Four children, August, Elmer, Frederick, and Alice. Member of Masonic order. Independent in politics.



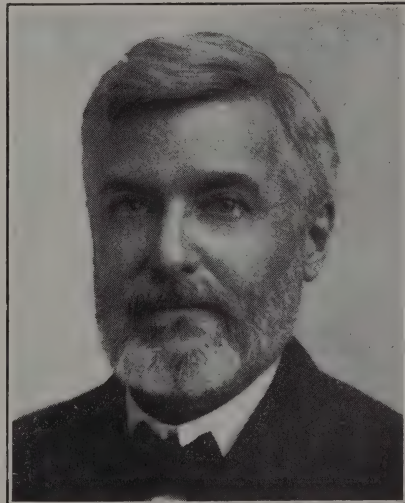
**ARTHUR P. PIERCE**

Born in Hudson, N. H., on November 10, 1855. Came to Red Wing when a boy, making his home with his uncle, J. C. Pierce. Attended the public schools, and Shattuck Military Academy at Faribault. Employed in banks for some years and later engaged in the insurance business. Secretary of the Red Wing Building Association. First captain of Company G, M. N. G., and later lieutenant-colonel. Served as mayor of Red

Wing for sixteen years. Died in 1917. In 1881, married Jennie C. Cummings, who, with three children, Mrs. F. J. Seebach, Marian, and Raymond, survives him.

**WILLIAM H. PUTNAM**

Born in Danver, Mass., January 22, 1848. Came to Red Wing in 1867. Employed in office of county auditor for six years. Entered bank of Pierce, Simmons & Co. as clerk in 1873, and retired as president in 1928. Served in the state legislature, as alderman, member of the school board, library board, and for two terms was city mayor. Member of Masonic order. Served fifty-eight years as treasurer of the Presbyterian church. Taken



a leading part in the organization of many of Red Wing's manufacturing interests and deeply interested in development of the city.

**CHARLES J. SARGENT**

Born in Mower County, Minn., September 13, 1872. Died at Red Wing in 1932. After eighteen years banking experience in Austin, came to Red Wing in 1906, and served as cashier and later as president of the Goodhue County National Bank up to the time of his death. Always active in all projects designed for the common welfare, and connected with many industrial and civic enterprises. Member of Presbyterian church and Masonic order.

Married Katherine Fox, of Austin, Minnesota, who, with three children, Ruth, Ralph, and Elizabeth, survives him.

**FRED J. SEEBACH**

Born in Red Wing, July 11, 1881, and has resided here all his life. Attended the public schools, graduating from the high school in 1899. Married Kate Pierce and has four children, Jane, Ann, Pierce, and Fred. Organized the Home Guards during the World War, acting as captain. Served nine years in the National Guard, captain for five years. Served on city council for eight years. Now serving his second term as mayor of Red Wing.



Has always taken an active interest in all movements designed to advance the interests of the city.





### C. S. SULTZER

Born in Washington, Guernsey County, Ohio, June 8, 1865. Came to Red Wing in 1886. On April 9, 1887, married Louise Eva Seibert. Three children, Lanchen Ethel, Fredina Louise, and Clifton Seibert. Moved to New York and Chicago for a time, returning here in 1897. Served as president of the National Association of Specialty Advertisers, and of the Red Wing Manufacturers Association for twelve years. Director of Minne-

sota Employers Association. Served as chairman of the fire board. President of the Red Wing Advertising Co. since its organization. Interested in various civic affairs.

### J. R. SWEASY

Born at Portage, Wis., November 6, 1883, where his boyhood was spent. Married in 1914. Has two children, William and Margaret. Member of Presbyterian church. Came to Red Wing in 1913, to enter the employ of the Red Wing Shoe Co. Served for a time in the sales division, and in 1918, was elected president, and took over its management, in which capacity he is still serving. Was very active in all patriotic movements during the war.

Was one of the organizers of the Kiwanis Club and has been active in the Manufacturers Association and other movements.





### FRANK M. WILSON

Born at New Albany, Indiana, March 30, 1845. Came to Red Wing in 1858. Attended Hamline University and West Point Military Academy. Studied law at the University of Indiana. Admitted to the bar in 1868. Practiced law for a time at Ellsworth, Wis., and Lake City, and and at Red Wing from 1875 to 1931, when he retired on account of ill health. Served as county and city attorney and in the state legislature. Been

prominent in legal circles for more than half a century. Actively interested in politics and prominent in the Republican party.



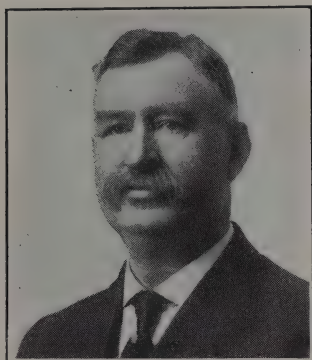
### J. C. PENNEY COMPANY

The Red Wing store was opened on April 4, 1917, one of the first stores of this company in the state. A. H. Soll, who opened this store, continued as manager until his retirement from active business in 1929. During these years of residence in Red Wing, Mr. Soll developed a business that was a substantial factor in the rise of Red Wing as an attractive trading center. Mr. Soll was followed as manager by T. R. Wilcox, who is an active member of the group of younger business men interested in forwarding the growth and development of this city.



### THE ROBSON FUEL COMPANY

Robson & Green started the draying business October 1, 1904. Four years later Mr. Green sold his interest to Mr. Robson, and in 1909, F. Tubbesing, Jr., entered the business and the firm name was changed to Robson & Tubbesing Fuel & Ice Co. In 1924, the firm discontinued the ice business and Mr. Tubbesing retired. In 1926, the name was changed to The Robson Fuel Co. After the death of C. A. Robson, president, Mrs. C. A. Robson was elected to that office. The other officers are, J. N. Loye, vice president; M. L. Hempftling, secretary-treasurer.



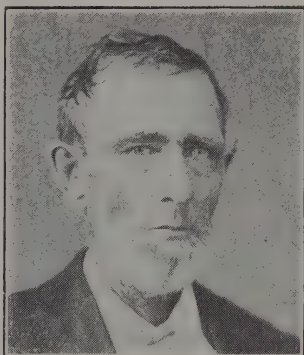
### JOHN JOSEPH FERRIN

Born in Jamestown, N. Y., in 1860. Married Catherine T. Farrel, Chicago. Six children. Came to Red Wing in 1887, in employ of Red Wing Manufacturing Co., having been a furniture and cabinet maker for twenty-nine years. In 1899, embarked in the furniture business. Was trustee of St. Joseph's church. Served as alderman, president of city council, and mayor, declining re-election to latter post.

Was charter member of K. of C. and M. W. A. Died Feb. 3, 1927.

### C. C. GRAHAM

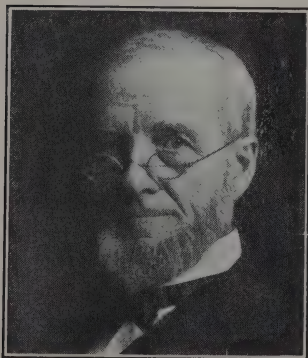
Born in Staunton, Va., October 17, 1806. Boyhood and early manhood spent in Indiana. Served in Indiana legislature from 1835 to 1846. Also member of Indiana constitutional convention. Came to Red Wing in 1854, as receiver of the land office. Elected Justice of Peace in 1869, serving until his death in May, 1891. Mayor of Red Wing. Member of Masonic order. In politics, Democrat. In religion,



Episcopalian. Married Louise H. Hargrave, 1837. She died, 1895.

### ALLEN HOWE

Born in West Moreland, N. H., November 14, 1824. Married Ann Bickford on April 12, 1859, at Dresden, Mass. Five children. He belonged to Republican party. Was a member of the Methodist church. Came to Red Wing in 1869, and engaged in grocery business here for thirty years. Served at one time as city alderman. Died March 3, 1902.





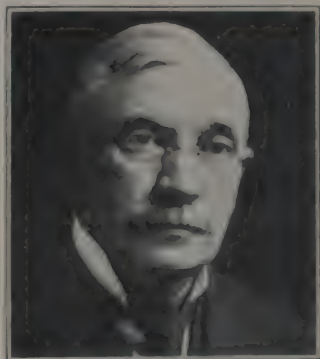


### CHARLES A. ROBSON

Born in Red Wing, Jan. 10, 1859. Married Sarah C. Bolles, Feb. 26, 1879. Four children, Eunice, Maude, Minnie, and Grace. Lived in Red Wing sixty-seven years. Farmed for twenty years, and later engaged in the fuel business for thirty years. Member of Masonic lodge, becoming a Shriner and Knights Templar. Was trustee of First M. E. church and treasurer. Died May 10, 1932.

### CHARLES E. SHELDON

Born in Jersey City, N. J., July 9, 1854. Located in Red Wing in 1866. Married Carrie Brooks in 1878. Four children. Manager of Red Wing Sewer Pipe Co. The public schools his great interest, he served as president of the board of education for many terms. After retiring from active business, spent all his time in civic affairs. Member of Auditorium board. Also a director of the Goodhue County Bank and the Red Wing Stoneware Co. Died March 21, 1920.



### THOR K. SIMMONS

Born in 1832. A native of Norway. Came to America in 1853, and to Red Wing in 1856. First engaged in farming and then in the mercantile business. Later became a leading grain dealer in the days of Red Wing's zenith in the grain business. Was one of the organizers of the Bank of Pierce, Simmons & Co. Served as alderman and county commissioner. Extensively interested in Red Wing's industries. Affiliated with Swedish Lutheran church. Died in 1890.



### RICHARD H. BOXRUD

Born September 12, 1851, in Eidsvold, Norway. Has resided in Red Wing since 1872. Married in 1878, and had five children. Has been continuously in the mercantile business as a member of the Boxrud Company for sixty-two years. President of the Boxrud Company and of the Citizens Mutual Fire Insurance Company. Vice president of the Red Wing Motor Company. Served on the fire board for nine years and

was a volunteer fireman for thirty years. In religion, a Lutheran. In politics, a Republican.

### C. C. BRACHER

Born November 1, 1869, at Red Wing, and has always resided here. Married Agnes Voth of Goodhue, Minnesota, June 13, 1900. Has one daughter, Mrs. L. C. Larson, in Madison, Wisconsin, and one son, Richard, in Minneapolis. Is a member of the German Lutheran church. Has been in the meat market business since 1900. Served as a volunteer in the fire department for twenty years. Served in the Spanish American War in Company G., 13th Minnesota regiment, during 1898-1899. Was alderman twelve years, and mayor six years.



### GUSTAVE O. BROHAUGH

Born May 8, 1855, near Minne, Eidsvold, Norway. Came to America in 1869, moving to Red Wing in 1879, where he made his home until his death on June 5, 1928. He received the degrees of Bachelor of Literature, Bachelor of Laws, Master of Arts, and Doctor of Philosophy. Was admitted to the bar in Minnesota in 1895. Was professor of the Red Wing Seminary from 1879 to 1928, with the exception of

two years when he was superintendent of the Red Wing schools.



### J. CHRISTOPHER COGEL

Born in Breedin, Weitenberg, Germany, August 26, 1822. Married J. Abba Miller. Five children. Resided here for almost forty years. In 1856, in partnership with Mr. Blakely, built the first sash and door factory in Red Wing. In 1859, Charles Betcher purchased the Blakely interests, the firm then becoming Cogel and Betcher. This partnership continued until 1875 when Mr. Cogel retired from business. Prominently identified with business interests of the city in early days. A member of the Episcopal church. Died on November 20, 1891.

### BENJAMIN DENSMORE

Born near Caledonia, New York, in 1831. Moved to Emerald Grove, Wisconsin, 1846. Attended Milton Academy and Beloit College Preparatory School. As civil engineer in 1852-53, had charge of building the first section out of Chicago, of what is now Chicago & Northwestern Railroad. Opened engineering office in St. Paul in 1854. Had charge of survey of first railroad from St. Paul to St. Anthony, and first section toward Duluth. Worked with land company locating townsites in western Minnesota. Moved to Red Wing in 1857, and made the grade survey of the city. Served as captain in Civil War. Married Sarah Greenland in 1866. Two daughters, Frances and Margaret. With his brother, Daniel, established Red Wing Iron Works in 1866. Died in 1913.



### PAUL EAMES

Born on October 15, 1866, at Wacouta, Minn. Moved to Red Wing with his parents in 1878, and lived here continuously, with the exception of six years spent in Fergus Falls. Married Katherine Bender, May 3, 1893, at Fergus Falls. Two children, Obediah, who died January 4, 1921, and Paul Bigelow. In 1891, he purchased the meat market of O. M. Guptill, which business he operated until his death on October 16, 1929. In religion, a Methodist. In politics, a Republican. Was a member of several lodges.



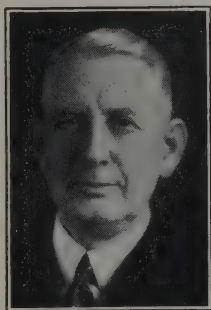
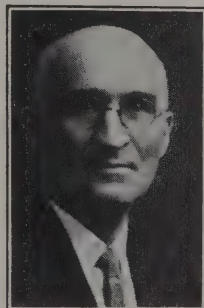
**RUSSELL F. EDSTROM**

Born March 13, 1901, in Leon Township, Goodhue County. Son of Mr. and Mrs. F. F. Edstrom. Married Evelyn A. Dahl, of Red Wing, on October 17, 1931. Is a member of the Lutheran church. Resided in Red Wing since 1929. Now serving as Goodhue county coroner. Member of the Minnesota Funeral Directors' Association. Owner and proprietor of the Edstrom Mortuary, which he established in November,

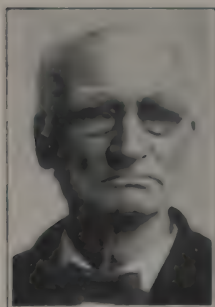
1929. Is a member of Red Wing Lodge, No. 8, A. F. & A. M., and La Grange Chapter, No. 4, R. A. M.

**EDWARD C. ERB**

Born at Wheeling, Minn., March 25, 1865. Local manager of Lawther's holdings since 1892, when he came to Red Wing. Has one son, Lawson Edward. Served on board of public works, board of education, and member of Kiwanis Club. Director of Y. M. C. A. since 1909. Served on board and as president of Chamber of Commerce. Now serving on Red Wing Hospital board. President Red Wing Building Association. Treasurer of First Methodist Episcopal church for twenty-five years. Is director of Red Wing National Bank and Trust Co.

**JOHN T. FULTON**

Born in Glencoe, Ohio, February 8, 1872. Graduated (M. A.) Franklin College, Ohio, in 1895, and Western Theological Seminary in 1898. In Presbyterian ministry until 1912. Pastorates in Ohio, Illinois, and Red Wing. Assistant Superintendent of State Training School in 1912. Appointed superintendent in 1914, and has served in this capacity ever since. President National Conference of Juvenile Agencies, 1933-34. Four-minute speaker during World War. Married Elizabeth M. Watt, June 1, 1898. Two children, Myron W., and Martha L. (Mrs. D. Bender).



### DAVID HANCOCK

Born in Royalton, Mass., April 22, 1812. Married Adeline Stearns in 1839. Two children, Lucius A. and Joseph W. Married again in 1854, to Olive Field. Four children, Adeline S., Frances A., May, and Howard. Moved here in 1854, and established several stage lines. Member of Third Minnesota in the Civil War. After the war, was raft-pilot and steamboat captain on the Mississippi river, which occupation he carried on for twenty years when he retired and devoted himself to public interests and music. Died June 10, 1913, 101 years of age.

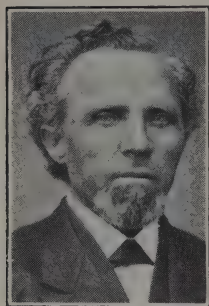
### CHARLES N. HEWITT

Born in Vergennes, Vt., in 1835. Married Helen Robinson. Two children, Charlotte A. and Edwin H. Came to Red Wing in 1866, and resided here until his death, in July, 1910. Was an outstanding physician and surgeon here for many years. Prominent in organizing State Board of Health, and its secretary for over twenty-five years. President of American Medical Association. Student of bacteriology under Pasteur in Paris. Delegate to International Medical Congress in London, 1901-02. Lecturer on Sanitary Science, University of Minnesota.



### E. H. HOARD

Born in Pennsylvania, September 21, 1847. Came to Red Wing in the early seventies after residing for some time in Winona. Engaged in the mortgage business with his father. Later connected for many years with the R. C. Jefferson Lumber Co., but maintained his residence and interests in Red Wing until 1916. Lived last ten years in Alabama. Served on school board and city council. Active in many public enterprises. Two children survive, Harold and Fanny. Died on July 30, 1926, at Robertsedale, Alabama.



### JOHN HACK

Born in 1823, in Vienna, Austria. Came to Red Wing in 1855, and lived here continuously until his death, July 19, 1919. Had one child, John W. Hack. Was a charter member of both the Masonic and Odd Fellow lodges. Member of the city council in the early days of Red Wing. He was a pioneer in the mercantile and milling business for many years, and actively connected with many of the manufacturing industries from the period of their first establishment. Was active in civic affairs.

### MARTIN BROWN LEWIS

Born in Milo, N. Y., November 18, 1820. Died at Red Wing, March 30, 1912. Married Emma H. Williams at Cambridge, N. Y., August 1, 1848. Seven children, Charles W., William M., Emma H., George W., Mary M., Anna D., and Theodore L. In religion, Presbyterian. In politics, Republican. Was steamboat agent and funeral commission merchant from 1856 to 1860. From 1860 to the time of his death, a missionary of the American Sunday School Union, establishing hundreds of Sunday schools and traveling more than 100,000 miles.



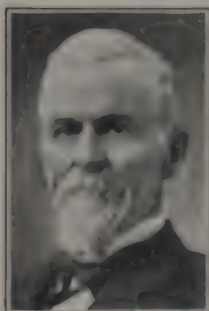
### SAMUEL H. LOCKIN



Born in Brandon, Wis. Married Ada E. Adams, of Minneapolis, and has one daughter, Lucile. Came to Red Wing in 1905, becoming connected with the First National Bank, serving as cashier until 1921, when he became president, a position in which he is still serving. Was city chairman of Liberty loan, and generally active in Red Cross war activities. Has been county chairman of the Red Cross Association since 1924. Was

president of the Commercial Club two terms. Active in commercial life of the city.





### ALBERT W. PRATT

Born in Chagrin Falls, Ohio, July 10, 1837. Located in Red Wing in 1863, entering the office of Judge Wilder. In 1868, with J. C. Pierce and T. K. Simmons, organized the Bank of Pierce, Simmons & Co., acting in the capacity of cashier, and later becoming president, which position he held until 1908, when he retired from the organization. Served as city treasurer for many years. In religion, Episcopalian. In politics, a Democrat. Married Agnes V. Russell in 1860. Four children, Tracy W., Henrietta S., Russel A., and Arthur P. Died February 21, 1910.

### ARTHUR J. SCHUNK

Born October 25, 1876, in Hay Creek, Minn. Two children, Russell J. Schunk, and Dorothy P. Schunk-Styer. Resided in Red Wing from 1876 to 1901. Engaged in insurance business in South Dakota for several years and then moved to Minneapolis, establishing A. J. Schunk Co., general insurance. Postmaster of Minneapolis. Member of executive committee of Hennepin County Republican Committee three terms. President Tri-State Postmasters Association. Mason, 32nd degree and Shriner, K. P., I. O. F., and other lodges.



### J. E. TEELE

Born in Red Wing, Minn., August 17, 1858. Married, Nov. 8, 1882. Four children. Employed in the leather business with Foot and Sterling in 1875. When S. B. Foot Shoe factory was moved to St. Paul, became traveling salesman for that establishment, which position he held until 1923, when he retired from active work because of poor health. Member of Masonic order, U. C. T., and the M. W. A. In religion, an Episcopalian. In politics, a Republican. Died September 4, 1925.

**OSCAR R. WERMUTH**

Born in Olan, Germany, November 24, 1873. Married Elizabeth Metzler, of Red Wing, June 26, 1901. Has one child, Helena. Came to Red Wing in 1897, and started in the furrier business, which he continued here until 1911, when he moved to Aberdeen, and later to Sioux Falls, S. D. He is still in the furrier business, being president of the Wermuth Fur Co., Inc., one of the largest fur establishments in the Dakotas. Member of several lodges. Served on the board of governors of the National Fur Association. Fostered Wermuth's Furriers, a baseball team, at Red Wing.



Three Generations at Shattuck, 1933

**CHARLES EDDY BETCHER**

Born in Red Wing, March 8, 1886. Attended public schools in Red Wing, and Shattuck School, Faribault, graduating in 1904, with honors and as adjutant; Yale University, where he graduated in 1907. On January 20, 1917, married Bessie Temple. One son Charles A., II, born July 5, 1918. Was secretary and manager of Red Wing Linseed Co., later manager of Betcher Lumber Co. In 1922, took charge of Red Wing State Bank as president until 1930 when he served as vice president of Security National Bank. Later connected with Cities Service Oil Co., Rochester.

**HARRIS F. ANDERSON.** Born in Montevideo, Minn. Married Almyra Calkins, October 5, 1899. Three daughters, Mae, Lorraine, and Phyllis. Resided in Red Wing since 1881. President of Kiwanis Club and member of Chamber of Commerce board.

**C. J. BOMBACH.** Born in Red Wing, February 17, 1872, has made his home here continuously since. About thirty years ago, engaged in the practice of drugless healing which he still continues. Two children. Member of First M. E. church. Now serving as alderman. Active in movements for relief of unemployed.

**HARRY C. COOK.** Born in Red Wing, June 18, 1885, residing here practically all his life. Graduated from State University; was employed a few years at Milwaukee. Returned to Red Wing and purchased the Red Wing Iron Works, which he has conducted since 1912. Married Alvida Lillyblad. One child, James H. In politics, Democrat. Affiliated with Episcopal church.

**S. T. FEATHERSTONE.** Born in Canada, January 12, 1851. Came to Minnesota in 1858 and resided here until his death, December 5, 1929. For many years engaged in farming in Featherstone Township. Moved to Red Wing about 1909 and retired from active pursuits. Married May Featherstone in 1876. Eight children. Was one of promoters of Featherstone church.

**GUST E. FREEMAN.** Born in Red Wing, September 11, 1872. Married July 6, 1899. One son, Norman E. Was employed for many years at Stoneware Co. Elected Register of Deeds in 1904, and is still serving. Member of First M. E. church.

**WILLIAM E. HAWKINS.** Born in England, August 15, 1830. Came to Red Wing in 1855, residing here until his death in 1892. In May, 1853, married Sarah Middaugh. Three children, B. S. Hawkins, W. C. Hawkins, and Mrs. C. H. Barron. Member of fire department for many years, serving in ranks and as chief until 1885. Served as alderman. Elected mayor in 1880 and in 1881. Served again in 1886 and 1887.

**SAMUEL T. IRVINE.** Born in Trimbelle, Wis., August 6, 1861. Married Myrtle E. Merrit, August 26, 1885. One daughter, Mrs. Eunice M. Horlitz. Lived in Red Wing since 1898. Deputy City Clerk of Red Wing 1908-16, and City Clerk since 1916. President of League of Minnesota Municipalities and secretary-treasurer of Minnesota Tax Conference. He is a York and Scottish Rite Mason. Member of the M. E. church.

**FERD I. KOSEC.** Born in Tower, Minn., July, 1892. Resided in Red Wing since 1896. Two children, Ruth Joan and Mary Leone. Is owner and manager of Kosec Transfer Co., and



manager and partner of Red Wing Fuel Co. Member of Board of Public Works and president since May, 1932. Active in American Legion and Veterans of Foreign Wars. In politics, an Independent Democrat. In religion, a Roman Catholic.

EDWARD H. LIDBERG. Born in Ishpeming, Mich., February 21, 1880. Came to Red Wing in 1886. Married Anna C. Lien, June 27, 1906. Two children, Janette and Helen. In partnership with H. F. Anderson in E. H. Lidberg Co. Director of the First National Bank.

THOMAS MOHN. Born in Dodge County, Minn., July 27, 1873. Married Edith E. Wheeler July 5, 1899. Three children, Mabel, Horace, and Reid. Resided in Red Wing since 1905. County attorney 1913-19, and city attorney since 1926. Has acted as special attorney general in important cases. In law practice with his son. In politics, Independent. In religion, Lutheran.

JOSEPH A. NORSTAD. Born in Humboldt County, Iowa, September 10, 1880. Married Hannah E. Haugen of Zumbrota, Minn., October 1, 1903. Four children, Lester E., Orwin S., Edna J., and Lucile H. A resident of Red Wing since 1918, when he was elected Clerk of District Court. Member of Board of Directors and president of Y. M. C. A. President of Goodhue County Horticultural Society and member of Board of State Society in 1930 and 1931.

WILLIAM P. REMSHARDT. Born in Goppingen, Germany, December 3, 1842. Came to Red Wing in 1866. Later established a wagon and blacksmith business and continued until the time of his death on October 6, 1925. Married Louise Rhiner, October 21, 1875. Four children, Mollie, Louise, William A., and Marie. Connected with fire department many years. Served on fire board and as director of Red Wing Building Association.

M. W. SMITH, M. D. Born in Rockford, Ill., October 27, 1871. Married Dr. Grace Gardiner, October 3, 1896. Three children, Jean, Barbara, and Winifred. Resided in Red Wing since 1899. President of Goodhue County Sanatorium Commission and member of Mineral Springs Sanatorium Commission. Medical officer, State Training School. Member Goodhue County and Minnesota State Medical Societies. In religion, Presbyterian.

CLARENCE T. TAYLOR. Born in Featherstone, November 17, 1871. Resided there until 1910, when he moved to Red Wing. On August 24, 1904, married Rosemary Season. Three children, Dean M., Beverly F., and Margaret T. Assessor and town clerk of Featherstone. From 1911-27, was Deputy County Auditor, and Auditor since 1927. Member of First M. E. church.

JOHN H. WEBSTER. Born in Windsor, Vt. Came to Red Wing in 1866. Two children, Harry and Maude. Served as Deputy and Register of Deeds. Member of city council, cemetery board and president of city hospital. Is president of fire board. Honorary member State Fire Association since 1896.

WILLIAM S. WEISS. Born in Red Wing, May 20, 1869. Married Emily Mary Tubesing, July 15, 1896. Two children, Frederick and Mary Louise. Became manager of La Grange Mills in 1922. President of City Hospital Board. Served ten years on water board. Delegate to the National Democratic Convention in 1912 and 1924. Member of St. Joseph's Catholic church.

STUART A. ANDERSON, M. D. Born in Wells, Minn., June 30, 1890. Married Evelyn L. Thompson, September 23, 1920. Three children, Evelyn Lorraine, Dorothy Louise, and Margaret Corrine. A resident of Red Wing since 1923.

HERMAN M. BIRD. Born in Hampton Mills, Winona County, Minn., March 28, 1867. Married Evelyn Peterson in 1899. Two children, Richard and Alice. A resident of Red Wing for thirty-five years.

FRANK A. CARLSON. Born in Smoland, Sweden, August 12, 1843. Came to Vasa in 1854. Married Signild Turner, May 9, 1866. Five children, Rose, Algodt, Minnie, Anna, and Elmer. Served as sheriff of Goodhue County, and as assistant postmaster.

COOK & PIRIUS. Byron F. Cook, born January 24, 1889. Otto K. Pirius, born September 7, 1891. Residents of Red Wing all their lives. Entered into partnership in the retail shoe business in July, 1926, in which they are still engaged.

WILLIAM H. GURNEE. Born in Hutchinson, Minn., January 8, 1885. Graduate of University of Minnesota Law School. Married Emily Lakin in 1913. Four children, Brace, Robert, William, and Herbert. Served as assistant attorney general of Minnesota. A resident of Red Wing since 1933.

HERMAN HANISCH. Born in Waupun, Wis., December 24, 1853. Five children, Charlotte, Adolph, Emmet, Edwin and Grover. A resident of Red Wing for fifty-four years. Served as superintendent of Oakwood cemetery for forty years.

RAYMOND F. HEDIN, M. D. Born in St. Paul, Minn., February 23, 1906. Graduate of University of North Dakota, B. S., in 1928, and of University of Minnesota College of Medicine, M. D., in 1930. Associated with Dr. E. H. Juers in the practice of medicine and surgery. Member of several medical societies.

A. F. HERNLEM. Born in Red Wing, November 2, 1887. Married Mabel Graham in 1915. Two children, Arthur Frank, Jr.,

and Helen Louise. Conducts the Goodhue County Abstract Co.

EDWARD H. JUERS, M. D. Born in Lake City, Minn., March 31, 1903. Graduated from Louisville Medical School in 1928. Engaged in the practice of medicine and surgery with Dr. R. F. Hedin. Member of several medical societies.

G. V. KINNEY. Born in Wells, Minn., April 17, 1881. Married Ethel Nichols of Milaca, Minn., August 20, 1902. Two children, Kirk N. and Vernon O. Came to Red Wing in 1923, as Superintendent of City Public Schools, a position he still holds.

ROBERT F. NORQUIST. Born near Amery, Wis., October 4, 1893. Came to Red Wing August 3, 1926, and has resided here continuously since that time.

THEODORE N. OFSTEDAHL. Born in Holden, April 6, 1891. A resident of Red Wing since 1912. Attended St. Olaf College and studied law. Admitted to the bar in 1915, and practiced law here ever since. County Attorney since January, 1923.

RUDOLPH D. PETERSON. Born in Cannon Falls, Minn., November 24, 1906. Married Adeline Johnson, June 21, 1928. Two children, Yvonne and Dale. Came to Red Wing April 6, 1929. Proprietor of Rudy's Lunch.

E. R. QUINN. Born in Ellsworth, Wis., May 17, 1890. Married June 20, 1916, and has two children. Came to Red Wing in 1925, and has resided here since that time, managing the Red Wing garage of Larson & Quinn, automobile dealers.

PLATO E. SARGENT. Born in Burnside, Goodhue County, August 16, 1889. Married Violet M. Melander, June 17, 1920. Three children, Louise, James and Margaret. Graduate of Macalester College, Harvard Law School, and St. Paul College of Law. Admitted to the bar in 1919. With Hon. Chas. P. Hall until 1929.

JOHN E. STEN. Born in Nygard, Lerum, Sweden, April 1, 1860. Married Jennie Russell in 1896. Two daughters. A resident for thirty-nine years. Owner of Sten's Greenhouses.

WILLIAM F. ZIMMERMAN. Born in Petznick, Pomerania, Germany, January 2, 1866. Married Christina Hoffman, December 6, 1893. Two children, William and Elsie. Came to Red Wing in 1906, managing the Red Wing Brewing Co.

These, among many others, have also contributed materially to the upbuilding and firm establishment of Red Wing.

E. L. Baker (1837-1891). Born in Vermont. A resident of Red Wing from 1858. Very prominent in milling industry.

E. H. Blodgett (1832-1909). Came to Red Wing in 1866. Served as mayor, alderman, and on school board.



C. H. Boxrud (1845-1921). A resident of Red Wing from early seventies. Extensively engaged in mercantile business.

E. W. Brooks (1825-1908). A resident of Red Wing from 1864. Active in the city's industrial and educational interests.

Wm. Busch (1831-1921). Settled here in 1858. Extensively engaged in farming, prominent in the city's industrial enterprises.

William Colvill (1831-1905). Located in Red Wing in 1854. Practiced law and edited the first newspaper. Served as attorney general and in the legislature.

C. L. Davis (1833-1923). Born in Vermont. Came to Red Wing in 1858. Connected with Red Wing newspapers.

Orrin Densmore (1805-78). Came to Red Wing in 1856. Was Judge of Probate, recorder, county treasurer, member legislature.

Daniel Densmore (1833-1915). A resident of Red Wing from the fifties. Father of the reconstructed Oakwood cemetery.

C. A. Erickson (1841-1920). Resided in Red Wing from 1857. Engaged in wagon and carriage building.

William Freeborn (1819-1900). One of the proprietors of the town site. Settled here in 1852. Served as state senator.

John Friedrich (1840-1887). Came to Red Wing in 1858. Prominently connected with city's public and mercantile affairs.

S. S. Grannis (1820-1914). Came to Red Wing in 1856, and was engaged in lumber business. Served in many public capacities.

B. B. Herbert (1843-1917). Came to Red Wing in 1856. Engaged in newspaper service, 1873-86, and moved to Chicago.

Rev. Chauncey Hobart (1811-1904). Actively engaged in religious work for more than fifty years. Chaplain in Civil War.

A. B. Hawley, M. D. (1833-78). Resided here from 1857. Very prominent in medical circles and all civic affairs.

J. M. Hodgson (1822-1887). A Vermonter, who came to Red Wing in 1854. Served in many public capacities.

William Howe (1812-1891). A prominent Red Wing industrialist throughout his residence here.

F. W. Hoyt (1841-1892). Actively engaged in practice of law. One of the promoters of Duluth, R. W. & Southern R. R.

Lucius F. Hubbard (1836-1913). Came to Red Wing in 1857. Was state senator and Governor of Minnesota.

Hans Mattson (1832-93). Established first Swelish colony in Minnesota, at Vasa. Served as Secretary of State of Minnesota.

Charles McClure (1804-1891). Came to Red Wing in 1855. Served as mayor, in the state senate, and as district judge.

Jesse McIntire (1821-1907). Located in Red Wing in 1856. Cashier or president of the First National Bank for forty years.

Julia B. Nelson (1842-1914). A pioneer educator and later a leader in woman suffrage and W. C. T. U. circles in Minnesota.

H. A. Park (1838-1911). A resident of Red Wing from 1858 for nearly thirty years. Prominent in mercantile circles.

William W. Phelps (1822-1873). Came to Red Wing in 1854, as register of land office. Served in Congress, Civil War, as mayor.

J. C. Pierce (1830-1904). Came to Red Wing in 1855. In 1868, assisted in establishing the Bank of Pierce, Simmons & Co.,

John H. Rich (1856-1924). Came to Red Wing in 1876. Connected with the clay industries for thirty years, later banking.

P. Sanford (1826-1881). Red Wing's first lawyer and an early county officer. Very prominent in pioneer days.

C. J. F. Smith (1825-1902). In 1854, opened one of the early mercantile establishments in Red Wing. Prominent Presbyterian.

Mathew Sorin (1810-1879). Located in Red Wing in 1853. Prominently connected with Hamline University.

F. R. Sterrett (1834-89). Resident of Red Wing for twenty-five years. Prominent in grain circles and public movements.

W. W. Sweney, M. D. (1818-1882). Came to Red Wing in 1852. Very prominent in all civic affairs and medical circles.

William M. Sweney, M. D. (1849-1922). Came to Red Wing with his parents in 1852. Served as health officer for many years, introducing pure water supply here.

William H. Welch (1806-1864). Came to Red Wing in 1853, when he was chief justice of supreme court of the territory.

Right Rev. Edward R. Welles, STD. (1830-88). Came to Red Wing in 1856. Became Bishop of Wisconsin in 1874.

William C. Williston (1830-1909). Came to Red Wing in 1856. Practiced law until named Judge in 1891.

Eli T. Wilder (1813-1904). Came to Red Wing in 1856. National figure in the councils of Protestant Episcopal church.

George Wilkinson (1818-1896). An Englishman, who came to Red Wing in 1855. Prominent as a farmer and builder.

H. B. Wilson (1821-1901). Active in Red Wing from 1858, when he came here, until death. A leader in educational matters.

S. J. Willard (1829-1903). Settled here in 1853. Served sixteen years as county auditor. Later city clerk, until he retired.

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